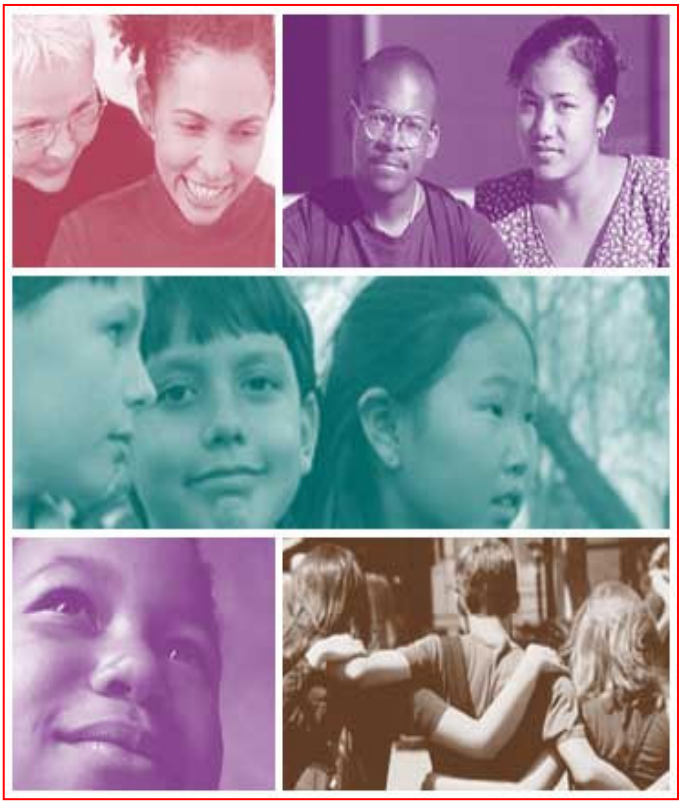
The City of Newnan Georgia



Comprehensive Plan 2006:

Where Tradition Meets the Future

Community Agenda

With Capital Improvements Element & Short-Term Work Program

Table of Contents

Guide to Charts and Tables

(All charts and tables represent information for the City of Newnan unless otherwise indicated.)

I. Introduction

Purpose

The purpose of the Community Agenda is to lay out a road map for the city's future, developed through a very public process of involving the community in making key decisions. The Community Agenda is the most important part of a comprehensive plan, for it includes the community's vision for the future, key issue and opportunities it chooses to address during the planning period, and its implementation program and Short-Term Work Program (STWP) for achieving this vision and addressing the identified issues and opportunities. The Community Agenda is intended to generate local pride and enthusiasm about the future of the community, thereby encouraging citizens to ensure that the plan is implemented.

The Community Agenda also contains the Capital Improvements Element (CIE), which is the document that provides the opportunity and conditions upon which impact fees are levied. Additional information regarding the CIE can be found in that section of the Agenda.

II. Community Vision

General Vision Statement

The General Vision Statement is intended to help paint a picture of what the City of Newnan desires to become by the end of the current planning period. Newnan's general vision statement is written from the perspective that the current year is 2026, and it is as follows:

Despite the rapid growth and associated "growing pains" seen in Newnan's relatively recent past, the quality of life in the City is one of the highest seen in the region. There are many contributing factors to this fact. Particularly, the stresses that were once placed on or impending for the City's infrastructure, services, educational system, and healthcare are nonexistent. For instance, the City's stormwater system was outdated and in need of dire repair or replacement in some places. However, the City acquired GIS to map the system and develop an implementable plan of action.

Due to careful planning, innovative strategizing, and encouragement by City and County officials, along with community leaders, systems were established in the past to deal with and prevent unnecessary burdens. Because of this the City is a far cry from the overcrowded, bedroom community it could have become. In actuality, the City has maintained its small town charm while accommodating a growing population.

The City took advantage of those situations where regulations could be established or took some other approach to reach its goals. For areas beyond the City's direct influence, relationships with people of authority were established in order to work towards a common goal. Additionally, consistency between the City and County has constantly improved. The main area that this can be seen is with traffic conditions.

In 2006, the City and County adopted the Joint Comprehensive Transportation Plan. By working together, the two jurisdictions were able to improve traffic flow on major corridors, advance connectivity, and provide alternate means of transport, including bike and pedestrian paths.

When the remarkable traffic conditions are combined with unique ambiance of the City, visitors feel excited as they enter Newnan and sense they are experiencing a taste of the past. The streets are clean and well landscaped. Very little visual clutter from expansive signs and billboards exists. Previous greyfield locations now house superior mixed use development or some other successful, attractive development. Also, no substandard houses or pockets thereof can be found, yet plenty of quality affordable housing exists. There is clearly a large emphasis placed on appearance through conservation and replanting. Furthermore, the historic downtown area and other historic structures contribute greatly to the City's character, as they are well preserved. In fact, historic tourism has emerged as an industry in Newnan and is flourishing.

Life for an individual of any age in Newnan is excellent. Homeownership rates are on the rise, while vacancy rates are declining. Parks can be located throughout the City, and recreational and cultural activities are plentiful. Educational attainment levels have skyrocketed due to the presence of post secondary educational opportunities within the City. For that reason, high paying businesses and industries abound. Small business bourgeons in the City, as well. The establishment of a business incubator and other incentives are in place chiefly for the purpose of encouraging entrepreneurs, who play a vital role in the City.

In conclusion, the status of Newnan is such that people who are not here wish they were, and those that are here want to stay.

Future Development Map and Future Land Use Map

The Future Development Map is equivalent to the Character Areas Map. It can be located in the Appendix along with the Current Land Use and Future Land Use Maps.

Defining Narrative

This section provides tools to be used with the Character Areas/Future Development Map. It offers a description, desired zoning designations, pursued Quality Community Objective(s), and implementation measures to be utilized for each character area. Pictures and/or illustrations are also provided as a means to show examples of the type, form, styles, and patterns to be encouraged in each area.

For all character areas the following districts and overlays are allowed as they are needed: Flood Hazard District (FHD), Wetlands (WET), Groundwater Recharge Area (GRA), and Water Supply Watersheds (WSW).

A description of each zoning and what each Quality Community Objective entails is provided in the Appendix. Furthermore, the City of Newnan Zoning Ordinance can be located at the City Hall in the Planning and Zoning Department or online at http://www.ci.newnan.ga.us/pubdocs/zo/zo.htm

A. Suburban Neighborhood

- *Description*

  These areas consist primarily of residential buildings with scattered civic buildings and pockets of neighborhood commercial centers. Setbacks and lot sizes are rather large, and the neighborhoods are primarily automobile oriented with little or no transit. Pedestrian orientation and amenity areas are geared toward individual neighborhoods. Street patterns are varied with numerous cul-de-sacs.

- *Specific Zoning(s) Desired*
  RS-20, RS-15, RU-7
  RML, RMH
  PDR, PDC, PDO
  OCR, CS Overlay
  MXD-1
  CSN

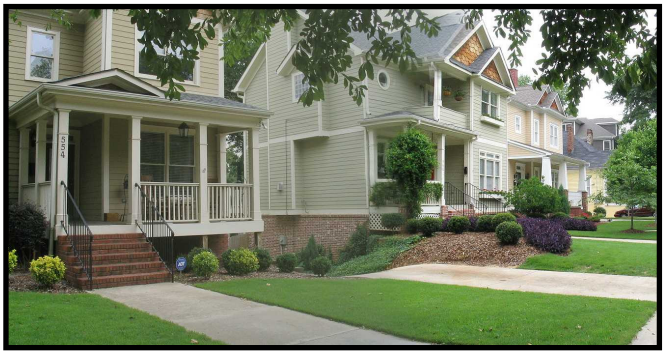
- *Quality Community Objective(s) Pursued*
  Regional Identity Objective
  Growth Preparedness Objective
  Educational Opportunities Objective
  Heritage Preservation Objective
  Open Space Preservation Objective
  Environmental Protection Objective
  Transportation Alternatives Objective

Housing Opportunities Objective
Traditional Neighborhood Objective

- *Implementation Measures*

These areas should be predominantly designed for residential subdivisions. Connectivity should be required if possible and additional emphasis should be placed on encouraging pedestrian activity. Neighborhood commercial uses should be placed near existing or incorporated in future subdivisions. Civic buildings, such as churches, schools, etc. should be an integral part of these neighborhoods.

- *Pictures and/or Illustrations*

B. Industrial Center

- *Description*

  These areas cater to the industrial segment of the economy and are in close proximity to major transportation corridors. They have limited landscaping and do not place a great emphasis on aesthetics. The centers consist primarily of large tracts of land that are developed in a campus type configuration. There are no residential uses within this area and therefore very little pedestrian orientation. The center is heavily automobile/vehicle oriented.

- *Specific Zoning(s) Desired*

  ILT, IHV
  PDI

- *Quality Community Objective(s) Pursued*

  Appropriate Business Objective
  Employment Options Objective
  Environmental Protection Objective

- *Implementation Measures*

  These areas should be buffered from adjacent incompatible zoning districts. Emphasis should be placed on attracting clean technology oriented industries. Adjacent properties should be identified for future expansion. A

greater emphasis needs to be placed on aesthetics and landscaping in areas that serve as gateways to these parks.

- *Pictures and/or Illustrations*






C. Conservation Area

- *Description*

These areas contain tremendous amounts of open space with significant natural features and parks. They consist primarily of undeveloped natural lands and environmentally sensitive areas not suitable for development. There is also limited access to these areas.

- *Specific Zoning(s) Desired*

OCR

- *Quality Community Objective(s) Pursued*
  Environmental Protection Objective
  Heritage Preservation Objective
  Regional Cooperation Objective

- *Implementation Measures*
  Efforts should be made to permanently protect these areas. Additional lands that could be included within this category should be identified and purchased. The conservation subdivision approach should be encouraged for developments with environmentally sensitive areas.

- *Pictures and/or Illustrations*

D. Commerce Center

- *Description*

These consist primarily of non-residential buildings with on-site parking. They are very automobile oriented and have limited open space. They include a mix of commercial, office and some light industrial uses. Public service type businesses are often found in these areas. These commerce centers are

often adjacent to residential neighborhoods, and are typically located on major thoroughfares.

- *Specific Zoning(s) Desired*
  OI-1, OI-2
  CSN, CUN, CCS, CGN, CHV
  PDC, PDO

- *Quality Community Objective(s) Pursued*
  Regional Identity Objective
  Growth Preparedness Objective
  Appropriate Business Objective
  Educational Opportunities Objective
  Employment Options Objective
  Heritage Preservation Objective
  Open Space Preservation Objective
  Environmental Protection Objective
  Transportation Alternatives Objective
  Infill Development Objective

- *Implementation Measures*
  Older commerce centers need to be redeveloped with a greater emphasis being placed on aesthetics, including streetscape and landscaping. These areas need to be made more pedestrian oriented to attract residents from adjacent neighborhoods. Redevelopment plans should be created to ensure that these commerce centers reflect the vision that Newnan is trying to achieve. Existing regulations and ordinances may need to be amended to allow residential lofts as part of a redevelopment project.

- *Pictures and/or Illustrations*

E. Corridor

- *Description*

  Corridor areas have buildings located along highways, interstates, or other major thoroughfares. They consist primarily of non-residential buildings with large setbacks from the right-of-way. Some of the development is clustered in strip developments and larger shopping centers with outparcels. These areas are designed for the automobile and are not typically pedestrian oriented. There is on-site parking and a heavy emphasis on signage. Traffic congestion is noticeable during peak hours.

- *Specific Zoning(s) Desired*

  CCS, CGN, CHV
  OI-1, OI-2
  RMH, RML
  MXD-1
  OCR

- *Quality Community Objective(s) Pursued*

  Regional Identity Objective
  Growth Preparedness Objective
  Appropriate Business Development
  Employment Options Objective
  Heritage Preservation Objective
  Open Space Preservation Objective
  Environmental Protection Objective
  Regional Cooperation Objective
  Transportation Alternatives Objective
  Regional Solutions Objective
  Housing Opportunities Objective
  Traditional Neighborhood Objective
  Infill Development Objective

- *Implementation Measures*

  Connectivity through the use of interior private roads should be encouraged if not required. The City should continue to promote aesthetics and additional landscaping/ building requirements for these areas. Existing greyfields should be identified and plans created to revitalize these empty centers. The possibility of encouraging mixed use developments should be explored to help foster a "live, work, and play environment".

- *Pictures and/or Illustrations*

F. Traditional Neighborhood

- *Description*

These neighborhoods are predominantly residential. The houses are located on small lots with small setbacks. Many of the homes are historic and are included in National Register Districts. These areas are very pedestrian oriented and epitomize a sense of community. Most of the houses have porches or stoops to encourage relationships with the neighbors. The streets reflect a grid pattern with limited right-of-way. On-street parking is also allowed in these neighborhoods. Trees are mature and often create a canopy over the local streets.

- *Specific Zoning(s) Desired*
  RU-I, RU-7, RML, RMH
  CUN, CSN
  OI-1
  OCR

- *Quality Community Objective(s) Pursued*
  Regional Identity Objective
  Growth Preparedness Objective
  Educational Opportunities Objective
  Employment Options Objective
  Heritage Preservation Objective
  Environmental Protection Objective
  Transportation Alternatives Objective
  Housing Opportunities Objective
  Traditional Neighborhood Objective
  Infill Development Objective
  Sense of Place Objective

- *Implementation Measures*
  It is important that we continue to preserve the homes in these areas. Infill development should not detract from the neighborhood and should reflect the same characteristics as existing development. Additional pocket parks should be developed that compliment the existing landscape.

- *Pictures and/or Illustrations*

G. Downtown

- *Description*

  The downtown area is also known as the central business district. The old court house is the focal point of this district with many multi-storied buildings surrounding it. Many streets reflect a grid pattern and are conducive to on-street parking. There is a good mix of uses in the area including many government service agencies. The area is very pedestrian oriented and serves as the site of numerous public events.

- *Specific Zoning(s) Desired*

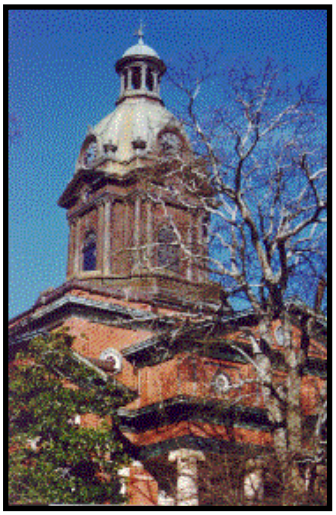
  CBD

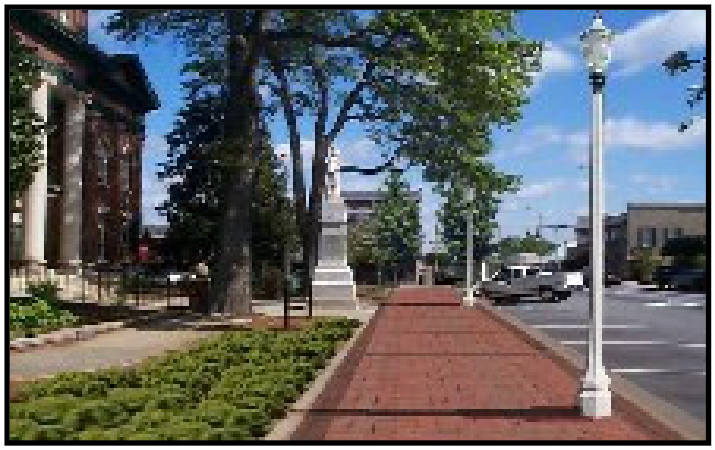
- *Quality Community Objective(s) Pursued*
  Regional Identity Objective
  Growth Preparedness Objective
  Appropriate Business Objective
  Employment Options Objective
  Heritage Preservation Objective
  Environmental Protection Objective
  Transportation Alternatives Objective
  Housing Opportunities Objective
  Traditional Neighborhood Objective
  Infill Development Objective
  Sense of Place Objective

- *Implementation Measures*

The downtown area is the heart of Newnan. Careful attention should be given to maintaining its historic character and keeping it a vibrant part of the community. In-fill development should be consistent with existing structures. Additional streetscape projects should be planned and funds sought to help with implementation. Owners should be encouraged to continue revitalizing building facades. Building owners with lofts above storefronts should be encouraged to use these spaces as residential units.

- *Pictures and/or Illustrations*





III. Community Issues and Opportunities

At the beginning of the 2006 Comprehensive Plan development process several public workshops were held to create an initial "Issues and Opportunities" list. This list was rather extensive and covered many specific topics.

As part of the planning process more workshops were held post completion of the Community Assessment. The second set of workshops had two principal purposes. The first was to narrow and define the previous "Issues and Opportunities" by determining their validity through information from the Community Assessment and the priorities of the public. The second was to develop strategies to address those topics deemed most important.

The culmination of these efforts is reflected in the "Community Issues and Opportunities" list that follows. The list is arranged by category and is further broken down by importance. Strategies addressing these items have been included in the "Implementation Program" portion of the plan.

Population

The issues and opportunities originally assigned to this category were determined to be more consistent with other areas. This change is also reflected in the Short-Term Work Program, Long-Term Activities, and the section on Policies.

Economic Development

Most Important

- Infill development will become more important in Newnan as less land is available for new development. Projects will need to be of good quality and complement the neighborhood in which they are built. Less land will also provide a prime opportunity for greyfield redevelopment, which can give a much needed economic boost to certain areas of the City.
- The lack of high skill, technical and professional type jobs in the Newnan area can lead to many problems. The greatest of these being the evolution of the City into a bedroom community for metro-Atlanta (currently the number of people who commute out of the City to work almost doubles the number who commute in), the migration of more educated citizens to areas with higher paying and higher skill jobs, and lower overall incomes for Newnan residents as lower paying industries, like retail and service, fill the gaps in employment. The later statement is especially true for Newnan as the retail and service industries are constituting more and more of the jobs available in the City. Educational attainment levels for the City need to be such that they attract businesses to Newnan. One way to achieve this is through a greater presence of post secondary educational opportunities in the City. Another is to ensure that there is an adequate number of good quality schools within the City limits.

Important

- Creating more incentives for businesses to locate within the City combined with the installation of a business incubator could bolster higher paying jobs and encourage entrepreneurs, thereby increasing the average income.
- The City's historic structures are its prime assets. Greater focus on this asset through the promotion of historic tourism could create a new industry within the City.

Housing

Most Important

- While Newnan is rapidly growing, it has managed to retain its small-town charm. Specifically, the downtown area and surrounding historic and older residential neighborhoods can make this claim. This feel of small-town charm can be preserved and increased through the management of its housing stock by utilizing a traditional neighborhood design.
- The supply of smaller dwelling units, such as town homes, cluster homes, and apartments recently experienced a decided boom. Many developers have indicated that there is an over saturation of this type of dwelling in the market. It is imperative that the City emphasize diversity in its housing product to meet the needs of all population sectors.
- Homeownership is looked upon by society in a positive light. In fact, homeownership rates are often used as an economic indicator with higher rates representing a more stable economy. The City has recently seen decreasing home ownership rates.
- Some remaining pockets of substandard housing can be found throughout the City. Correcting this problem will benefit the residents of those homes as well as the appearance of the City as a whole.
- Because of Newnan's boom in population there has been an equal boom in the housing stock. Therefore, it is imperative to demand high quality housing products to maintain the integrity of the City. Otherwise, time will prove housing built today to be tomorrow's substandard housing. (It is important to note that high quality should not instinctively imply high cost.)

Important

- Similar to homeownership rates, the vacancy rate can be used to signify the stability of local economies. The lower the vacancy rate the better. Newnan has in recent times experienced higher vacancy rates than some surrounding jurisdictions. Efforts should be made to encourage home ownership including the establishment of a housing program.
- Recreational facilities are beneficial to all sectors of the population. Additional parkland should be identified, especially near residential areas.

Natural and Cultural Resources

Most Important

- Newnan has a constructive reputation based on its historic resources. It is important to emphasize their preservation, particularly given the potential for historic tourism.

Important

- Increasing the opportunities for environmental education and stressing the need to protect and preserve existing natural resources (like wetlands, groundwater recharge areas, and watersheds) will promote greater awareness in the community of the importance of these vital resources.

Community Facilities & Services

Most Important

- According to projections, the 2000 population will nearly double by 2008. This rapid growth can place heavy burdens and strains on the City's infrastructure, services, and educational system.
- With any city the need to update equipment and training for public services is a must. Within Newnan this is most evident as it relates to fire and police services. In addition, an increase in personnel will also be required in the near future due to the City's tremendous growth. The need has also arisen to acquire GIS (Geographic Information System) to address problems with storm water management.
- For many reasons, ranging from the aging population to quality of life issues, encouraging advanced medical facilities in the City is highly important. Furthermore, creating a more positive image for the existing medical facilities would greatly assist this endeavor.

Important

- An excellent way to encourage community interaction and further promote the City would be through the creation of more cultural opportunities, including fairs and festivals. Better advertisement of existing cultural opportunities would also help in attracting more participants.
- Continued beautification and streetscape improvements will help make Newnan a more desirable place to live, work, and visit. In addition, eliminating visual clutter along major corridors would aid in achieving the same effect. These types of improvements work with Newnan's historic structures and other small town qualities to create a positive image that is consistent with the City's vision statement.
- Similar to national trends, the population in the City is aging. As the average age of a resident in Newnan increases, services to accommodate older individuals will be in greater demand. Most important among these are adequate healthcare and cultural and recreational activities.

Land Use

Most Important

- With the growth Newnan has seen, designating land for open/green space increases in importance. One potential way to do this is through a land conservation program.

Important

- Mixed-use developments offer a number of benefits to the City and its residents. Developments of this nature help residents live close to business and employers, essential services, and shopping areas. It puts residents close to employers and gives businesses a source of nearby customers. This helps mitigate traffic and a dependence on cars, which benefits the transportation system and the environment. Mixed-use developments are also a way of revitalizing derelict areas, such as greyfields.

Intergovernmental Coordination

Most Important

- For the benefit of the City, greater consistency in regulations where City and County limits abut is needed to ease the transition associated with future annexations.
- Continued and improved cooperation between the City and County governments can help ensure the most efficient, effective, and beneficial services for everyone. One way to improve intergovernmental relations would be through utilizing uniform data and statistics for all governmental entities located within Coweta County.

Important

- Greater planning at the regional level would ensure consistency and synchronization related to development in the Coweta County area.

Transportation

Most Important

- Street and intersection improvements are needed in many areas of the City. Conducting traffic studies can determine future needs in high growth areas, thus allowing the City to take a more proactive approach to transportation issues.
- Better connectivity in subdivision and other road design will promote better traffic conditions by keeping thoroughfares free of unnecessary traffic.

Important

- Bicycle and pedestrian facilities are needed as an alternative to automobile travel.

IV. Implementation Program

Schedule of Improvements

A. Short-Term Work Program (STWP)

STWP

Newnan	Short-Term Work Program -- 2006				
Project or Activity	**Start Date**	**End Date**	**Responsible Party**	**Cost Estimate**	**Funding Source**
Population					
Economic Development					
Create a developer's guide to improve efficiency	2006	2006	City	Staff Time	City
Explore the possibility of an incentive program to promote quality development in areas identified as suitable for redevelopment (see Land Use below)	2007	2007	Planning & Zoning	Staff Time	City
Seek Livable Cities Initiative Grant(s) for Bullsboro Drive corridor, Greenville Street, and/or Temple Avenue	2007	2011	Planning & Zoning	Staff Time	City
Work with the Planning Commission to amend the historic preservation ordinance to provide greater protection for our historic homes.	2007	2007	Planning & Zoning	Staff Time	City
Work with the historical society to develop an educational program extolling the benefits of historic preservation and historic tourism	2008	2008	Planning & Zoning, Historical Society, Convention & Visitor's Bureau, PIO	Staff Time	City, Historical Society, Hotel/Motel Tax, Grants
Housing					
Create design standards for infill development, utilizing traditional neighborhood design	2009	2009	Planning & Zoning	Staff Time	City
Consider housing improvement programs designed to promote homeownership (especially infill areas). These programs may include: repair fairs, block associations, neighborhood improvement committees, tool lending libraries, housing improvement grant or loan programs, maintenance and design workshops, design competitions, and similar mechanisms.	2006	2009	Planning & Zoning	Staff Time	City

Apply for participation in the Georgia Institute for Community Housing program. Develop a Community Housing Team to help in the development of a housing program.	2006	2009	Planning & Zoning	$10,000	City
Identify areas of substandard housing to be addressed by the city's housing maintenance inspection program	2006	2007	Planning & Zoning	Staff Time	City
Natural and Cultural Resources					
Continue to meet NPDES Phase II federal stormwater mandates	2006	2012	Engineering	Staff Time, Cost of materials	City
Review and update greenspace and natural resource ordinances for effectiveness and amend as necessary	2007	2007	Planning & Zoning, Engineering	Staff Time	City
Community Facilities and Services					
Evaluate the feasibility of developing satellite services to complement existing senior center activities in neighborhoods with higher average ages	2010	2010	City, Coweta County Recreational Department, RDC	Staff Time	City, Coweta County Recreational Department, RDC
Develop a Parks Master Plan	2007	2008	City, Contractor	$100,000	SPLOST
Renovate recreational facilities as suggested by the Parks Master Plan	2008	Indefinite	City	Construction, renovation, and other associated costs	City, Grants, SPLOST, Impact Fees
Where deficient, provide special facilities for the handicapped as suggested by the Parks Master Plan	2008	Indefinite	City	Construction, renovation, and other associated costs	City, Grants, SPLOST, Impact Fees
Evaluate the feasibility of a City recreational program	2011	2011	City, Consultant	Staff Time, Cost of feasibility study	City
Develop West Side Park	2005	2007	City	$1,200,000	Impact Fees
Develop East Side Park	2010	2013	City	$3,800,000	Impact Fees
Replace playground equipment	2009	2009	City	$100,000	SPLOST
Acquire additional parks	2009	2012	City	$1,000,000	SPLOST
Obtain GIS	2007	2007	City	$200,000	SPLOST
Replace Wadsworth Auditorium roof	2007	2007	City	$300,000	SPLOST
Build addition to City Hall	2011	2012	City	$2,000,000	SPLOST
Replace Wesley Street Gym roof	2009	2009	City	$200,000	SPLOST
Obtain a new pool and pool house at Lynch Park	2010	2010	City	$750,000	SPLOST
Renovate Carnegie Library	2009	2009	City	$250,000	SPLOST
Build a new recreation center	2008	2008	City	$500,000	SPLOST

Acquire additional funds for Conference Center/Amphitheatre	2008	2009	City	$1,500,000	SPLOST
Continue to upgrade public works equipment	2006	2012	City	$1,625,000	City, SPLOST, Grants
Improve Boone Drive Maintenance Facility	2012	2012	City	$1,000,000	SPLOST
Construct a new or improve cemetery office building	2009	2009	City	$150,000	SPLOST
Construct storage building for fire department	2006	2007	City	$310,000	Impact Fees
Acquire a heavy duty vehicle for fire department	2007	2011	City	$850,000	Impact Fees
Construct station #3 for fire department	2009	2010	City	$1,050,000	Impact Fees
Construct police station	2010	2011	City	$1,125,000	Impact Fees
Obtain new heavy rescue vehicle for public safety	2011	2011	City	$200,000	SPLOST
Obtain a software package update for wireless system (3 computer aided dispatch status) for public safety, Obtain laptops for public safety, Update the bps wireless system	2008	2008	City	$380,000	SPLOST
Land Use					
Identify areas for redevelopment and possible funding sources.	2007	2007	Planning & Zoning	Staff Time	City
Evaluate the feasibility of an incentive program that encourages developers to donate land for public uses, like parks, recreational facilities, and educational facilities	2007	2007	Planning & Zoning	Staff Time	City
Create an annexation plan to identify areas where future expansion of the City limits is anticipated	2007	2008	Planning & Zoning	Staff Time	City
Intergovernmental Coordination					
Evaluate the feasibility of consistent regulations, specifically where City and County limits abut and where annexation is possible/likely	2008	2008	City, County	Staff Time	City, County
Work with the Regional Development Center, Atlanta Regional Commission, and Georgia Regional Transportation Authority to increase communication at the staff level for ongoing and future activities/programs	2007	2007	City, RDC, ARC, GRTA	Staff Time	City, RDC, ARC, GRTA
Hold a joint meeting between City and County staff to discuss future land use of areas bordering the City of Newnan	2008	2008	City, County	Staff Time	City, County

Transportation					
See Comprehensive Joint Transportation Plan					
Improve Intersections	2009	2012	City	$2,000,000	SPLOST
Improve Old Jefferson Street	2007	2008	City	$3,075,333	SPLOST
Other street improvements and culverts, bridges, and sidewalks	2007	2013	City	$7,000,000	SPLOST
Mill resurface of Oak Hill Cemetery & East Side Cemetery Streets	2011	2012	City	$650,000	SPLOST
Improve Greison Trail/Lower Fayetteville intersection	2005	2006	City	$457,000	Impact Fees
Construct McIntosh Parkway Phase I *Additional funds for McIntosh Parkway*	2007 *2010*	2012 *2011*	City *City*	$3,000,000 *$2,000,00*	Impact Fees *SPLOST*
Construct McIntosh Parkway Phase II	2007	2012	City	2,395,000	Impact Fees
Improve Greenville Street/Spence Street intersection	2006	2007	City	$1,585,000	Impact Fees
Other					
Adjust ordinances to streamline greyfield redevelopment process, if needed	2008	2008	Planning & Zoning	Staff Time	City
Obtain new computers and update existing	2009	2012	City	$150,000	SPLOST
Obtain VOIP City Wide Phone System	2009	2009	City	$150,000	SPLOST
Obtain EGOV module for online citizen's information	2010	2010	City	$25,000	SPLOST

Source: City of Newnan Department of Community Development
Note: Building, Planning & Zoning, Public Works refer to those respective departments. County refers to Coweta County. Acronyms used refer to: RDC- Chattahoochee-Flint Regional Development Center, ARC- Atlanta Regional Commission, GRTA- Georgia Regional Transportation Authority, PIO- Public Information Officer. Other groups referenced, like the Historical Society, represent those organizations servicing either Newnan or Coweta County as a whole.

B. Long-Term and Ongoing Activities

Long-Term, Indefinite, and Continuous Activities*

Newnan	Long-Term and Ongoing Activities – 2006				
Project or Activity	**Start Date**	**End Date**	**Responsible Party**	**Cost Estimate**	**Funding Source**
Population					
Economic Development					
Encourage private healthcare providers to evaluate the feasibility of a specialized area of medicine	Indefinite		City, Chamber of Commerce	Staff Time	City, Chamber of Commerce
Provide a range of incentive mechanisms to encourage business retention as part of targeted neighborhood redevelopment plans based on individual needs requirements of business industry.	2013	Continuous	City	Staff Time, Cost of offering incentives	City

Encourage a facility to house satellite post secondary educational institutions**	2006	Indefinite	City, Chamber of Commerce	Staff Time	City, Chamber of Commerce
Housing					
Continue substandard housing program emphasizing the need to save historically significant homes	Continuous		Codes Enforcement	Staff Time	City
Natural and Cultural Resources					
Continue and enhance the public awareness programs in partnership with the school system, relating the importance of natural resources	2005	Indefinite	Public Works, Board of Education	Staff Time, Materials	Public Works, Board of Education
Investigate the impact of federal stormwater mandates and plan for necessary budgetary appropriations	2006	Continuous	Engineering	Staff Time	City
Continue to support the "Keep Newnan Beautiful" program and continue to add activities as possible	2006	Indefinite	City, Keep Newnan Beautiful	Staff Time, Cost of programs & activities	City, Keep Newnan Beautiful
Community Facilities and Services					
Acquire a heavy duty vehicle for fire department	2016	2024	Fire Department	$850,000	Impact Fees
Facilitate projections of future water and wastewater demands and prepare strategic plans for the construction of new facilities or the enlargement of existing facilities	2004	Continuous	Newnan Utilities	Staff Time, Project expenditures	Impact Fees, Newnan Utilities
Dedicate appropriate necessary capital expenditures in the five year Capital Improvement Plan for wastewater, which includes upgrades in system compounds and new components.	2004	Continuous	Newnan Utilities	Staff Time	Newnan Utilities
Periodically reevaluate the agreement between the City and County for recreational services to determine if improvements could be made.	2006	Indefinite	City	Staff Time	City
Land Use					
Continue sidewalk maintenance and development program	1997	Continuous	Public Works, Beautification	Staff Time, Project expenditures	City, SPLOST, Grants
Intergovernmental Coordination					
Continue participation in the Coweta Intergovernmental Committee	2005	Indefinite	City	Staff Time	City
Promote "Coweta Vision 2020" efforts	1999	Indefinite	City	Staff Time	City
Transportation					
See Comprehensive Joint Transportation Plan					

Improve Greenville Street/Sewell Road intersection	2014	2015	City, Contractor	$350,000	Impact Fees
Other					
Annually prepare and/or update the CIE	2003	Indefinite	Planning & Zoning	Staff Time	City
Continue impact fee program and regularly asses to determine need for changes	2004	Indefinite	City, Newnan Utilities	Staff Time	City, Newnan Utilities

Source: City of Newnan Department of Community Development
*Long-Term means any activity that is to begin in or more than 6 years (2013) from the current year (2006). All activities that have an indefinite or continuous end date, but a known start date prior to 2013, are included here to have the STWP represent only activities with known start and end dates. Also, it is conceivable that many of the activities with unknown end dates are or may become permanently ongoing activities.
**These items are not the financial or any other responsibility of the City concerning the specific project(s) or goals mentioned. These items only address the City's support or approval of the specific project(s) or goals mentioned. Note the use of the words support, encouragement, etc. Therefore, the City is only taking responsibility for a favorable attitude for these items, not their implementation. The costs and funding sources mentioned pertain to the wages and salaries of City of Newnan employees who directly offer this support, encouragement, etc.
Note: Building, Beautification, Planning & Zoning, Public Works refer to those respective departments. County refers to Coweta County. Other groups referenced, like the Chamber of Commerce, represent those organizations servicing either Newnan or Coweta County as a whole.

Policies

A. Economic Development

- We will encourage entities engaged in economic development and business support to develop positive and familiar working relationships with local businesses and industries to have greater insight into specific needs and concerns of those companies.
- We will promote the development of a superior educational and job training environment where all levels of the educational system coordinate activities and programs, seek innovative solutions to problems, develop new programs based on future market needs, and commit to the required level of funding to make these programs a success.
- We will encourage the attraction and retention an array of different types of businesses within the CBD, such as professional offices, service-oriented business and traditional retail business. A varied array of business will provide a higher degree of economic stability to the CBD in times of economic downturns—much the same way a diversified portfolio protects an investor. This maintains a market unique to the CBD and not competitive with conventional and contemporary commercial development.
- We will continue working with the Newnan-Coweta Convention and Tourism Bureau, the Chamber of Commerce, and other entities to attract tourism to Newnan.
- We will continue to work with the Chamber of Commerce, Development Authority, and the Business Development Department to attract clean and technical type industry.
- We will continue to support the tourism board and Main Street program in their efforts to promote downtown Newnan.

- We will continue to support the upgrade of existing medical facilities and the restoration of public confidence in the local health care system.
- We will support the school systems efforts to encourage higher education and advanced technical skills.

B. Housing

- We will protect, maintain, and enhance the viability, character, identity and physical condition of established neighborhoods.
- We will promote residential development enhancements, such as parks, open space, and other features that add to the quality of life and enjoyment of the residential experience.
- We will encourage higher quality housing products through greater regulations and incentives.
- We will provide for an appropriate mix of housing opportunities that will better enable the City to be competitive in most housing market sectors, provide for housing options that are currently in demand but not being offered, and to cultivate an exclusive lifecycle supply of housing.
- We will continue to support the Housing Authority in their efforts to provide affordable housing to qualified citizens.
- We will ensure development to provide for a variety of residential types and densities.
- We will eliminate substandard or dilapidated housing in our community by maintaining and enhancing the City's existing housing maintenance inspection program.
- We will stimulate infill housing development of existing neighborhoods.
- We will create affordable housing opportunities to ensure that all those who work in the community have viable choice or option to live in the community.
- We will ensure our neighborhoods will be interactive communities where people have easy access to schools, parks, residences and businesses through walkways, bike paths, road and public transportation.
- We will encourage home-ownership.
- We will encourage housing policies, choices and patterns that move people upward on the housing ladder from dependence to independence.
- We will increase opportunities for low-to-moderate income families to move into affordable owner-occupied housing.
- We will promote walkable, safe neighborhoods.
- We will encourage common open space, walking paths, and bicycle lanes that are easily accessible.

C. Natural and Cultural Resources

- We will continue to develop and maintain regulations for the protection of natural resources within the City, such as watershed areas, water supply reservoirs, wetlands, other surface water resources, groundwater recharge

areas, areas of significant flora or fauna, and other natural resources deemed important.

- We will develop and manage land and transportation networks to ensure the quality of our air and water.
- We will support enhanced solid waste reduction and recycling initiatives.
- We will encourage new development in suitable locations in order to protect natural resources, environmentally sensitive areas, or valuable historic, archeological or cultural resources from human encroachment through land development regulations and/or incentives.
- We will encourage more compact urban development and preservation of open space.

D. Community Facilities and Services

- We will ensure that adequate water and wastewater facilities are developed and maintained to meet the needs of current and future users.
- We will provide facilities and materials necessary to remain responsive in the face of tremendous future growth.
- We will ensure rational and responsive expansion, improvement, development, and outfitting of public recreation facilities according to need, current and future population, land use and suitability, user safety and comfort, community objective, and use of public lands.
- We will continue to expand recreational, cultural, and other programs for all segments of the population.
- We will improve recreational opportunities for senior citizens by reviewing participation in State and Federal programs to ensure that the City is maximizing outside funding sources.
- We will regularly seek additional funding sources that will assist in the development and upgrade of City parks.
- We will ensure that new development does not cause a decline in locally adopted level of service and that capital improvement or other strategies needed to accommodate the impacts of development are made concurrent or provided for new development.
- We will invest in parks and open space to encourage private reinvestment in urban centers.

E. Land Use

- We will promote an orderly, functional, and efficient growth pattern to minimize traffic congestion, maintain and enhance property values, lead to the efficient provision of public services and facilities, and other benefits that will promote the health, safety, order, convenience, and general welfare of the citizens of Newnan.
- We will promote the development and improvement of underutilized or vacant sites including infill lots.

- We will encourage compatibility of land uses within zoning districts, minimize incompatibility where this is not feasible, and soften potential adverse impacts of development through screening, buffering, and transitional land uses. This shall include protecting existing stable developments from encroaching incompatible uses when making land use decisions.
- We will encourage the strengthening of existing neighborhoods through public improvements, housing improvements, compatible infill development, and convenient community facilities and services.
- We will facilitate the best possible design elements for development in the City of Newnan recognizing that design has a significant effect on community perception, property values, and business attraction and retention.
- We will gain a better understanding of the current land use patterns and their relationship, as well as estimate land use change in the future over a twenty year time horizon.
- We will provide sufficient land allocated to each land use type to effectively serve the current and future needs of the residential, commercial, industrial, and other land use sectors of the community.
- We will ensure that development will be compatible with the physical limitations of the land, such as soils, topography, flood plains, etc.
- We will seek to develop a long term strategy for the development of a fully functional GIS system that serves multiple departments in numerous functional areas.
- We will continue to support the greenspace program by identifying tracts of land for future allocation.
- We will develop and periodically adjust plans for neighborhoods that have special needs.
- We will promote development that is sensitive to the land and gives consideration to adjoining, existing and planned development as well as the overall community.
- We will establish meaningful and predictable standards for the use and development of land, and meaningful guidelines for the content of more detailed land development and use regulations.
- We will be committed to redeveloping and enhancing existing commercial and industrial areas located within our community.
- We will make as a priority the development of mixed uses, redevelopment and revitalization of existing underutilized commercial and industrial areas over development of new land for commercial purposes.
- We will encourage the use of landscaping, lighting, signage, underground utilities and building design to add value to our community.
- Our gateways and corridors will create a “sense of place” for our community.
- We will encourage upper floor residential in downtown to add people and variety of uses to the area.

- We will employ innovative planning concepts to achieve desirable and well-designed neighborhoods, protect the environment, preserve meaningful open space, improve traffic flow, and enhance the quality of life in our community.
- We will review land planning and development concepts that may be new to our area, but have been successful in other places.

F. Intergovernmental Coordination
- We will promote greater information sharing between governments.
- We will establish coordination mechanisms with adjacent local governments to provide for exchange of information.
- We will support other existing educational institutions and encourage development of new opportunities to educate our citizens.

G. Transportation
- We will address the location, vehicular/pedestrian/open space design, landscaping, and furnishing of residential and non-residential streets as one of the community's most important components contributing to the character, structure and development pattern of the community.
- We will ensure that transportation and greenway corridors will be supported by the community standards of aesthetics, urban design and environmental stewardship.

H. Other
- We will continue to enforce and update all ordinances and development regulations as community needs change.

Capital Improvements Element

A. Introduction

Based upon current population and employment forecasts, over the next twenty years the City of Newnan will be called upon to provide additional public safety, fire protection, park and recreation, sewer and wastewater, and transportation facilities in order to maintain the current levels of service throughout the City. The costs to provide these services can be charged to the new developments that create the need for the additional facilities and services.

Under State law, the City can collect money from a new development based on that development's fair share of the cost to provide the extra services it generates. Revenue for service facilities can be produced from new development in three ways: through future property and SPLOST taxes paid by the homes and businesses that growth creates, and through an impact fee assessed as new development occurs.

Impact fees are authorized in Georgia under Code Section 37-71, the *Georgia Development Impact Fee Act (DIFA)*, and are administered by the Georgia Department of Community Affairs (DCA) under Chapter 110-12-1, *Minimum Standards and Procedures for Local Comprehensive Planning*. Impact fees are a form of revenue authorized by the State, and strictly defined and regulated through

State law. The provisions of the DIFA are extensive, in order to assure that new development pays no more than its fair share of the costs and that impact fees are not used to solve existing service deficiencies.

This Capital Improvements Element (CIE) is an optional element of the City of Newnan's Comprehensive Plan, which establishes a schedule of public improvements essential to the provision of services throughout Newnan. The CIE encompasses a twenty year period.

The CIE shows the methodologies used to determine new development's fair share of the investment in public safety facilities, fire protection facilities, roads, the sewer system, and parks. Wastewater collection and treatment facilities are also included in a separate section, due to the fact that Newnan Utilities levies impact fees for that service.

A section of the CIE, the Short Term Work Program (STWP), is essentially an implementation schedule. It covers a five year period, and is updated annually by removing the oldest year and adding the current year.

For each service facility the City has adopted a level of service. The adopted service levels are the actual service levels experienced in 2004 based on the data in use at that time. These service levels are the standard due to 2004 being the first year impact fees were implemented. The data used in 2004 to develop the current levels of service at that time is given in the "Population and Housing Forecasts" table in the next section.

Future facility needs, based on maintaining the City's adopted level of service, are calculated. The cost to provide service in order to meet the forecasted facility needs is given. Projects are shown that will address future needs; these are given as specific projects where capital projects are currently proposed or underway. The impact cost is calculated for each service category. Finally, the impact fee is calculated, based on the impact cost and adjusted to reflect any relevant credit.

The impact costs in this report are not "impact fees." In calculating an impact fee, the cost may be increased to include financing costs of the facility, the cost of preparing the Capital Improvements Element (CIE) and an administrative fee (not to exceed 3%). Conversely, the impact cost must be reduced to the extent that the new growth and development will pay future sales or property taxes toward financing the facility, in order to avoid double taxation.

To be able to implement an impact fee system, the City must prepare a CIE and incorporate it into its Comprehensive Plan. The CIE establishes the need for new facilities and includes a compilation of the capital facilities on which impact fee revenue can be spent. According to DCA's *Minimum Standards and Procedures for Local Comprehensive Planning* the following four planning components must be included in the CIE: a projection of needs, a schedule of improvements, a description of funding sources, and a designation of service areas and levels of service.

As stated in the Georgia Department of Community Affairs Office of Coordinated Planning publication, *Impact Fees: Georgia's Comprehensive Planning Requirements, Volume Two*, Capital Improvements Elements "promote fair distribution of public services and an equitable sharing of costs between existing and

new development." Importantly, the CIE and the companion legislation, the Development Impact Fee Ordinance, must be consistent with the City's goals, objectives and policies as set forth in the Comprehensive Plan. The CIE establishes the essential legal basis for adoption of the Impact Fee Ordinance and assignment of impact fees to new development.

Those services that are both eligible for impact fee financing under Georgia law and that are considered under this CIE are parks and recreation, fire services, police protection, and roads, streets, and bridges. Again, wastewater collection and treatment is also discussed in a separate section, as Newnan Utilities imposes impact fees for that service.

B. Definitions

All of the following definitions may not be used in the text. However, they are beneficial to a better understanding of impact fees in general.

Capital Improvement: an improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.

Development Impact Fee: a payment of money imposed upon development as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve new growth and development.

Eligible Facilities: under the State Act, are limited to capital items having a life expectancy of at least ten years, such as land and buildings. Impact fees cannot be used for maintenance, supplies, personnel salaries, other operational costs, or for short term capital items, such as computers, furniture or automobiles. None of these costs are included in the impact fee system.

Encumber: to legally obligate by contract or otherwise commit to use by appropriation or other official act of the City.

Functional Population: the combination of residential population and employment.

Impact Cost: the amount of money required to be expended to provide service to a specific unit of measure.

Level of service (LOS): a measure of the relationship between service capacity and service demand; levels of service quantify service capacities of public facilities or infrastructure by demand-to-capacity ratios or the comfort or convenience of use or both.

Level of Service Standard: the desired level of service, adopted by the local governing body as the future level of service to be applied to both existing development and future development occurring during the planning horizon. Such Standards are critical to determining new development's fair share of the costs. The same standards must be applied to existing development as well as new to assure that each is paying only for the facilities that serve it. New development cannot be required to pay for facilities at a higher standard than that available to existing residents and businesses, nor to subsidize existing facility deficiencies.

Project Improvements: site improvements and facilities that are planned and designed to provide service for a particular development project and that are necessary for the use and convenience of the occupants or users of the project and are not system improvements. The character of the improvement shall control a determination of whether an improvement is a project improvement or system improvement and the physical location of the improvement on site or off site shall not be considered determinative of whether an improvement is a project improvement or a system improvement. If an improvement or facility provides or will provide more than incidental service or facilities capacity to persons other than users or occupants of a particular project, the improvement or facility is a system improvement and shall not be considered a project improvement. No improvement or facility included in a plan for public facilities approved by the governing body of the municipality or county shall be considered a project improvement.

Proportionate Share: that portion of the cost of system improvements which is reasonably related to the service demands and needs of the project.

Service Area: a geographic area defined by a municipality, county, or intergovernmental agreement in which a defined set of public facilities provide services to development within the area. Service areas shall be designated on the basis of sound planning or engineering principles or both. Monies collected in a service area for a particular type of facility may only be spent for that purpose, and only within that service area.

System Improvement Costs: costs incurred to provide additional public facilities capacity needed to serve new growth and development for planning, design and construction, land acquisition, land improvement, design and engineering related thereto, including the cost of constructing or reconstructing system improvements or facility expansions, including but not limited to the construction contract price, surveying and engineering fees, related land acquisition costs (including land purchases, court awards and costs, attorneys' fees, and expert witness fees), and expenses incurred for qualified staff or any qualified engineer, planner, architect, landscape architect, or financial consultant for preparing or updating the capital improvement element, and administrative costs, provided that such administrative costs shall not exceed 3 percent of the total amount of the costs. Projected interest

charges and other finance costs may be included if the impact fees are to be used for the payment of principal and interest on bonds, notes, or other financial obligations issued by or on behalf of the municipality or county to finance the capital improvement element but such costs do not include routine and periodic maintenance expenditures, personnel training, or other operating costs.

System Improvements: capital improvements that are public facilities and are designed to provide service to the community at large, in contrast to "project improvements"

C. Designation of Service Area and Adopted Levels of Service Standards

Service areas for certain facilities may be drawn to include the entire jurisdiction (i.e., citywide), or different sub areas of the City can be established as separate service areas. There is local discretion in establishing service areas; however, they must be based on appropriate legal planning and engineering principles. Moreover, the choice regarding whether to use a single service area or more than one service area depends to a large extent on the type of facility.

Libraries, police facilities, fire facilities, and water systems are often designed to serve large areas. A library system may include a main building and several branches but residents may check out and use any item available anywhere in the system. Fire facilities are often managed by one large department serving a county or large city. The jurisdiction is given one "fire insurance rating" based on its entire fire protection system. When one fire company responds to a call, other fire companies provide backup. Police facilities and services are used in the same manner.

Single service areas pose certain advantages. One particular advantage of having only one service area (the City limits) for each facility is that the City has flexibility in spending collected impact fees on projects anywhere in the City since expenditures on the City wide system of facilities affect all users. Another advantage of using a single service area is that it allows the City to avoid complex issues and planning efforts associated with considering, drawing, reconsidering, and justifying different service areas. For instance, separate population, employment, and facility needs projections are needed for every service area that is established by the development impact fee program.

Furthermore, when separate service areas are established, funds must be spent within the service area in which the fee is collected. It is quite probable that having more than one service area in Newnan would present practical difficulties with regard to gaining enough revenues to fund system improvements.

An equally important consideration is that, to the extent that impact fees fund only a portion of the cost of new facilities, the funding shortfall must be made up from other revenue sources —most commonly, property taxes. The same conditions that suggest the creation of service areas apply equally to the generation of additional revenue — those benefiting must contribute to paying the costs. Thus, each service area would have to be established as a special tax district in order to associate the revenue needed for a specific facility with those being served.

The succeeding table shows the facilities that are both eligible for impact fee financing under Georgia law and that are considered under this CIE. The service area for each facility (the geographical area served by the facility) is shown, along with the level of service to be delivered for each facility category.

Facilities Eligible for Impact Fee Funding

	Eligible Facilities	Service Areas	Level of Service Standards
Fire Services	Stations, Fire Engines, Rescue Units, Other Trucks	City Limits	516.71 s.f. & 0.281 vehicles per 1,000 residents
Parks & Recreation	Park Land, Recreation Facilities	City Limits	3.72 acres of parkland per 1,000 residential units
Police Protection	Precinct Stations	City Limits	548.71 s.f. per 1,000 residents
Roads, Streets, and Bridges	Right-of-Way, Roads, & Intersections	City Limits	Class D

Source: City of Newnan Department of Community Development

D. Projection of Needs

In order to accurately calculate the demand for expanded services for the City of Newnan, a set of projections has been prepared. These projections include forecasts for population, housing units, households, and employment for the year 2000 and the years 2004 to 2026.

These projections provide the base-line conditions from which level of service (LOS) calculations are produced. Furthermore, projections were made for the functional population, which is a method of estimation that combines resident population and employees in the City to produce an accurate picture of the total number of persons that rely on certain services, such as police and fire protection.

Accurate projections of population, employment, and housing units are important because:

- Population data and forecasts are used to establish current and future demand for services standards where the LOS is per capita based.
- Housing unit data and forecasts are used to calculate impact. The number of households, defined as *occupied* housing units, is always smaller than the supply of available housing units. Over time, however, each housing unit is expected to become occupied by a household, even though the unit may become vacant during future resales or turnovers.

- Employment data is combined with population data to produce functional population figures. This represents the total number of persons in the City receiving services.
- The projection of needs is to be based on population projections and employment forecasts developed in the Comprehensive Plan. This component must also indicate those system improvements that will be required to serve the projected growth.

According to the United States Census, Newnan's 2000 population was 16,242, compared with 12,497 in 1990 and 11,449 in 1980. This 30% increase of the 1990 population has quickened over the past four years. The estimated 2004 population of Newnan is 22,525 an approximate increase of 39% of the 2000 population. Rapid growth, such as this, is expected to continue throughout this decade and into the next.

Both Coweta County and Newnan remain strong residential markets, and a growing focus on Atlanta's southern fringe is evident. The emphasis on Newnan as a center of population, as well as annexation activity, will continue to drive aggressive growth of the city. This continued growth will have a profound effect on City facilities and services, and will require a significant investment on the part of the City in terms of capital and other resources.

In the future, actual population figures and population projections presented in the "Population and Housing Forecasts" table may vary from those given in other sections of the Comprehensive Plan, as the CIE is updated annually and is based on more current information. The remainder of the Comprehensive Plan is updated every ten years.

Most initial projections were calculated (or based off of information) using a variant of the holding capacity method, whereby the total amount of vacant residential land is multiplied by the number of homes the land is projected to hold, which is then multiplied by the household size for the year in question. For the purposes of these projections, no annexations were considered.

Initial employment projections were calculated by examining Coweta County as a whole, as employment figures for cities are unavailable. According to the Census Bureau, the number of employees in Coweta County is approximately equal to thirty percent (30%) of the total County population and fifty percent (50%) of the County population aged 18 to 65. As such, the total estimated population of the City of Newnan was multiplied by 0.3, while the estimated 18-65 population was multiplied by 0.5, and then these two figures were averaged to generate an employment forecast for the years 2000 and 2004-2026.

Initial "Functional Population" projections were calculated by adding the "Residential Population" projections to the "Employment" projections for each year.

Current "Residential Population" projections, as shown in the following table, were projected by multiplying the projected housing units by a standard occupancy rate for each year. These numbers were then multiplied by the projected household sizes.

Current "Housing Units" projections, as shown in the succeeding table, were projected by gathering data from the City of Newnan Building Department to develop a solid base year for 2004. Estimates for the expected number of housing units by 2026 and the rate of addition each year were also gathered and added yearly from 2005 to 2026.

The projections given below for "Population Aged 18-65", "Employment", and "Functional Population" were updated by multiplying the previous projections for those categories by the percentage difference between the previous "Residential Population" projections and the current "Residential Population" projections, as shown below. The results were then added to the previous projections in order to yield the current projections. This was done for each year from 2004 to 2025.

For 2026 the projections for the categories in question were calculated as follows:

- Population Aged 18-65: The average composition of those aged 18-65 years old was calculated. The average was then multiplied by the projected population for 2026.
- Employment: This figure was calculated the same way the initial projections for "Employment" were calculated, as described above. This method entails multiplying the "Residential Population" by 30% and the "Population Aged 18-65" by 50% and taking an average of the two numbers. The difference lies in the fact that updated 2006 figures for "Residential Population" and "Population Aged 18-65" is used for the 2006 projection.
- Functional Population: This figure was also calculated the same way the initial projections for "Functional Population" were calculated, as described above. These figures were achieved by adding the "Employment" projections to the "Residential Population" for each year. However, updated 2006 figures were used for the 2006 projection.

Population and Housing Forecasts

Year	Residential Population	Population Aged 18-65	Employment	Functional Population	Housing Units
2000	16,242	10,001	4,937	21,179	6,464
2004*	21,773	13,694	6,689	28,463	8,840
2004**	22,525	14,167	6,920	29,446	9,981
2005	24,701	15,572	7,598	32,299	11,034
2006	27,142	17,146	8,357	35,499	12,224
2007	30,029	19,004	9,255	39,284	13,524
2008	32,493	20,599	10,024	42,516	14,694
2009	34,483	21,894	10,646	45,129	15,594
2010	36,191	23,012	11,181	47,372	16,434
2011	37,843	23,966	11,667	49,510	17,184
2012	38,717	24,426	11,914	50,630	17,834
2013	39,989	25,137	12,283	52,272	18,234
2014	40,587	25,426	12,444	53,031	18,584
2015	41,221	25,739	12,617	53,838	18,874
2016	41,441	25,778	12,661	54,102	19,054
2017	41,658	25,818	12,703	54,361	19,154
2018	41,679	25,738	12,687	54,366	19,244
2019	41,852	25,753	12,715	54,567	19,324
2020	41,827	25,648	12,686	54,513	19,394
2021	41,956	25,782	12,739	54,695	19,454
2022	41,887	25,794	12,732	54,619	19,504
2023	41,973	25,900	12,771	54,744	19,544
2024	41,880	25,896	12,756	54,636	19,584
2025	41,966	26,002	12,796	54,762	19,624
2026	42,051	26,273	12,876	54,927	19,664

Source: U.S. Census Bureau and City of Newnan Department of Community Development
*As projected at the time of the initial CIE for the City of Newnan
**Based on more current Census data that was nonexistent at the time of the initial CIE. These figures were used in projecting for 2026.

- *Fire Services*

The Newnan Fire Department currently has an ISO rating of 4 and consists of two stations. The main station/headquarters is located at 23 Jefferson Street and is referred to as NFD1. The second station, Y. Glenn McKenzie Fire Station is located at 1516 Lower Fayetteville Road and is referred to as

NFD2. These stations combined consist of 45 total employees and utilize 16 vehicles, shown below. Vehicles numbered 1-9 are capital vehicles for the purposes of impact fee funding, and are the only vehicles included in the Level of Service calculations shown in the following "Department Vehicles" table.

Current LOS: Fire Services Department Vehicles

Type	Description	Name
1. 2005 E-One Typhoon	1,250 gpm pumper	Engine 1
2. 2002 Pierce Enforcer	1,250 gpm pumper	Engine 2
3. 1996 Pierce Sabre	1,000 gpm pumper	Engine 3
4. 1993 Ford Superduty 4WD	300 gpm pumper	Engine 5
5. 1986 Gruman Ladder Truck with Snorkel 55' boom	1,250 gpm pumper	Snorkel 1
6. 1993 Pierce Sabre	1,000 gpm pumper	Squad 1
7. 2006 KME 95' Aerial Platform	2,000 gpm pumper	Platform 1
8. 1987 Chevrolet Truck with cascade system for BA bottle refills	Special Operations/ Disaster Emergency Response Team	DERT
9. Haz-Mat Trailer	Pulled by DERT	
10. 2003 Ford Expedition	Officer in Command's Car	Command 5
11. 1965 Ford Truck		Old Engine 1
12. Yamaha 4WD ATV	Off-road search & rescues	
13. 2005 Trail Blazer	Chief's Car	
14. 2001 Ford F250	Fire Marshal's Truck	
15. 1995 Ford F150	Captains' Truck	
16. 1989 Chevrolet Truck	Service Truck	

Source: City of Newnan Fire Department

The current LOS for fire protection in the City of Newnan is measured in terms of number of engines, tankers, rescue units, and other vehicles with a projected life of greater than ten years, as well as by the number of square feet of fire station space per 1,000 functional population.

Functional population is used as a measure because fire protection is a service provided to both residences and businesses in the City. The functional population for the year 2006 is 35,499. The current LOS is 0.254 vehicles and 414.293 square feet of station space per 1,000 functional population.

Current LOS: Fire Services Facilities

Service Unit	Current Units (vehicles or s.f.)
Engines	7
Rescue Vehicles	2
Total – equipment	**9**
NFD 1	9,202
NFD 2	5,505
Total – stations	**14,707**
Current LOS = Current Units / 2006 Functional Population * 1,000 Current LOS = 9 vehicles / 35,499 * 1,000 = **0.254 vehicles per 1,000 people** Current LOS = 14,707 s.f. / 35,499 * 1,000 = **414.293 s.f. per 1,000 people**	

Source: City of Newnan Fire Department and Department of Community Development

Over the course of the twenty years detailed in this Capital Improvements Element, the Newnan Fire Department may also purchase new vehicles through other funding mechanisms, such as SPLOST or the general fund. These purchases will increase the LOS, which the impact fees will then maintain. Impact fees are designed to maintain the level of service standard of a service area as the population increases. Impact fees will never be used to correct deficiencies in service caused by factors other than population increases.

The LOS standards are multiplied by the estimated difference in functional population between the years 2006 and 2026 to produce the expected future demand.

Future Demand: Fire Services

2006 Functional Population: 35,499
2026 Functional Population: 54,927
2006-2026 Population Difference: 19,428
additional population x LOS standard / 1,000 people = future demand 19,428 x 0.281 / 1,000 = **6 additional vehicles needed** 19,428 x 516.71 / 1,000 = **10,039 s.f. of additional space needed**

Source: City of Newnan Department of Community Development

- *Parks and Recreation*

The City of Newnan's park system is currently comprised of a series of neighborhood and community parks at locations generally scattered throughout most of the City. Newnan's parks and recreation areas contain a wide range of facilities for both passive and active recreational activities as well as aesthetic, cultural, and educational resources that merit preservation. They range in size from three tenths of an acre at the South Street Tot Lot to 12 acres at C.J. Smith Park.

The current LOS for parks facilities in the City of Newnan is measured in terms of acres of parkland per housing unit. Number of housing units is used as a measure because it is assumed that parks are used primarily by residents of a City, and that the presence of commercial structures has no effect upon park usage. The number of housing units in Newnan in 2006 was 12,224. The current LOS for parks land and facilities is shown in the succeeding table.

Current LOS: Parks and Recreation

Park	Acreage
Carl Miller Park	6.8
Cranford Park	0.7
Lynch Park	6.2
Ray Park	1.8
South Street Tot Lot	0.3
Temple Park	2.5
C.J. Smith Park	12.0
Westgate Park	2.6
Total	**32.9**

Current LOS = Current Units (acreage) / 2006 Housing Units * 1,000
Current LOS = 32.9 acres / 12,224 units * 1,000 = **2.691 acres per 1,000 units**

Source: City of Newnan Department of Community Development

The LOS standards are multiplied by the estimated difference in housing units between the years 2006 and 2026 to produce the expected future demand. See the following table, "Parks and Recreation Future Demand", for details.

Future Demand: Parks and Recreation

2006 Housing Units: 12,224
2026 Housing Units: 19,664
2006-2026 Housing Unit Difference: 7,440
additional housing units x LOS standard / 1,000 units = future demand 7,440 x 3.72 / 1,000 units = **27.68 additional acres needed**

Source: City of Newnan Department of Community Development

- *Police Protection*

The Newnan Police Department currently occupies three buildings in the downtown area, the Administrative Office at 25 Jefferson Street, the Uniform Division at 54 Perry Street, and the Traffic Unit at 2 Lee Street. These three locations serve as the office space for all 77 employees – officers and civilians – who staff the Police Department. With all three offices centered in Newnan's downtown, and with the explosion of growth found on the eastern side of town, an additional precinct east of I-85 is now warranted.

The current LOS for police protection in the City of Newnan is measured in terms of square feet of station space per 1,000 people, using the functional population. Functional population is used as a measure because police protection is a service provided to both residences and businesses in the City. The functional population for the year 2005 is 32,299. The following table, dealing with current LOS, shows 484.59 square feet of station space per 1,000 functional population.

Current LOS: Police Protection

Service Unit	**Current Units (s.f.)**
Administration Bldg.	7,600
Uniform Division	5,280
Traffic Unit	2,738
Total	**15,618**
Current LOS = Current Units (s.f.) / 2006 Functional Population * 1,000 Current LOS = 15,618 s.f. / 35,499 * 1,000 = **439.96 s.f. per 1,000 people***	

Source: City of Newnan Police Department and Department of Community Development
*Functional population

The Level of Service standards are multiplied by the estimated difference in functional population between the years 2006 and 2026 to produce the expected future demand.

Future Demand: Police Protection

2006 Functional Population: 35,499
2026 Functional Population: 54,927
2006-2026 Population Difference: 19,428
additional population x LOS standard / 1,000 people = future demand 19,428 x 548.71 / 1,000 = **10,660 sq. ft. of additional space needed**

Source: City of Newnan Department of Community Development

- *Roads, Streets, and Bridges*

Newnan, a community largely dependent upon the automobile, has an extensive network of roadways and sidewalks serving as the backbone of its transportation system. With its location at the crossroads of numerous state highways, immediately adjacent to I-85, proximate to two rail lines and complemented by a general aviation airport, it is easily accessible not only to metropolitan Atlanta, but also to the surrounding communities and to the entire southeastern United States.

There are two access points from I-85 to Newnan: SR34 (Bullsboro Drive) to the east and US29/27A (Greenville Highway) to the south. The Bullsboro Drive interchange, with its location closest to Atlanta, serves as the main point of entry to Newnan. Bullsboro Drive is a four lane divided roadway with a landscaped median bordered by strip commercial development on both sides, primarily along the north side. There is often significant congestion on Bullsboro Drive during peak periods due both to commute traffic and to local traffic accessing the shopping centers along it. Bullsboro Drive provides direct access to the downtown area where it is joined by the other state highways serving as major points of entry to the City from the north and west. Greenville Highway in the vicinity of I-85 is also a four lane divided facility, but the cross section narrows to two lanes from SR16 to the north into downtown.

The roadway network in Newnan is indicative of its long history. The overwhelming majority of roadways within the city limits are two lane facilities, with limited right-of-way available for possible future expansions. The network is loosely based upon a grid system, but is somewhat disjointed due to growth over time. It has extremely steep grades in some places, irregular intersections and inconsistent street sections throughout. Some streets are narrow in width with curbs and gutters while others are extremely wide with open drainage. Nearly all of the roadways are in relatively good

repair, although several railroad crossings are extremely rough. Streets in the newly developing areas to the east of the city are more characteristic of modern roadways, with more consistent cross sections, gentle grades and regular intersections.

Major north/south mobility through Newnan is provided by a one-way pair system of Jefferson and Jackson Streets. These two streets are characterized by historic residential development, heavy traffic volumes, large numbers of trucks and frequent congestion. East/west connections feed off of the one way pair and provide access to the rest of the City. These include Washington Street, Temple Avenue, SR34, Broad Street, Fourth Street and LaGrange Street.

Level of service for roadways and intersections is measured on a "letter grade" system that rates a road within a range A to F. LOS A is the highest rating, representing unencumbered travel; LOS F is the lowest rating, representing heavy congestion and long delays. This system is a means of relating the connection between speed and travel time, freedom to maneuver, traffic interruption, comfort, convenience and safety to the capacity that exists in a roadway. This refers to both a quantitative measure expressed as a service flow rate and an assigned qualitative measure describing parameters.

The Highway Capacity Manual, Special Report 209, Transportation Research Board (1985), defines level of service A through F as having the following characteristics:

- LOS A: free flow, excellent level of freedom and comfort
- LOS B: stable flow, decline in freedom to maneuver, desired speed is relatively unaffected
- LOS C: stable flow, but marks the beginning of users becoming affected by others, selection of speed and maneuvering becomes difficult, comfort declines at this level
- LOS D: high density, but stable flow, speed and freedom to maneuver are severely restricted, poor level of comfort, small increases in traffic flow will cause operational problems
- LOS E: at or near capacity level, speeds reduced to low but uniform level, maneuvering is extremely difficult, comfort level poor, frustration high, level unstable
- LOS F: forced/breakdown of flow. The amount of traffic approaching a point exceeds the amounts that can transverse the point. Queues form, stop & go. Arrival flow exceeds discharge flow.

The following table presents the default service values for roadway types. These figures are used by traffic engineers as standards throughout the country.

Minimum Daily Volume at LOS

Maximum Daily Volume at LOS						
No. of Lanes	A	B	C	D	E	Facility Type
2	-	4,200	13,800	16,400	16,900	
4	4,800	29,300	34,700	35,700	-	Class I Arterial
6	7,300	44,700	52,100	53,500	-	(<2 signals/mile)
8	9,400	58,000	66,100	67,800	-	
2	-	1,900	11,200	15,400	16,300	
4	-	4,100	26,000	32,700	34,500	Class II Arterial
6	-	6,500	40,300	49,200	51,800	(2 - 4.5 signals/mile)
8	-	8,500	53,300	63,800	67,000	
2	-	-	5,300	12,600	15,500	
4	-	-	12,400	28,900	32,800	Class III Arterial
6	-	-	19,500	44,700	49,300	(>4.5 signals/mile)
8	-	-	25,800	58,700	63,800	
2	-	-	9,100	14,600	15,600	
4	-	-	21,400	31,100	32,900	Minor Arterial
6	-	-	33,400	46,800	49,300	
2	-	-	4,800	10,000	12,600	Collector
4	-	-	11,100	21,700	25,200	

Source: Florida Level of Service and Guidelines Manual for Planning

The demand for future service was determined by calculating the amount of traffic to be generated on all of the vacant land within the City limits. No annexations are considered in calculating future demand.

The first step in determining the future demand is to calculate the amount of vacant non-residential land in the City, by land use, as shown below. Traffic generated by residential land will be calculated differently.

Vacant Land by Land Use Category

Land Use	2006 Acreage Developed	2026 Acreage Developed	2006 Acreage Vacant
Commercial	785.2	1469	683.8
Office/Professional	181.8	396	214.2
Industrial	461	683	205

Source: City of Newnan Department of Community Development

Secondly, planning staff researched commercial, office, and industrial developments from previous years in order to ascertain the average square footage per acre for such developments in Newnan. It was determined from this research that commercial developments average 5,830 square feet of building per acre of development, office/professional developments average 11,435 square feet per acre, and industrial developments average 11,075 square feet per acre.

Third, the vacant acreage for each land use is multiplied by the average square footage per acre of the land use type, in order to determine the total square footage of development by building type to be expected at build-out. The results are as follows:

Commercial-683.8 acres x 5,830 sq. ft. = 3,986,554 sq. ft. to be built
Office/Professional- 214.2 acres x 11,435 sq. ft. = 2,449,377 sq. ft. to be built
Industrial- 205 acres x 11,075 sq. ft. = 2,270,375 sq. ft. to be built

Fourth, the average size of these developments is determined. By researching the average square footage of developments in previous years, it has been determined that the average commercial development is 16,659 sq. ft., the average office development is 29,125 sq. ft., and the average industrial development is 58,000 sq. ft.

By dividing the average square footage of each development into to the total square footage of development expected, the number of additional projects by each type is determined. The results are as follows:

Commercial- 3,986,554 / 16,569 = 240 additional developments
Office/Professional- 2,449,377 / 29,125 = 84 additional developments
Industrial- 2,270,375 / 58,000 = 39 additional developments

The number of vehicle trips generated per development is then calculated using formulae developed by the Institute of Transportation Engineers. For commercial developments, the formula for shopping centers fewer than 200,000 sq. ft. is used. For office/professional developments, the formula for general office is used. For industrial, the formula for "general light industrial"

is used. In the following equations, T= Traffic Volume and X = Area in 1,000 sq. ft. The results are as follows:

Commercial- Ln(T) = 0.643 Ln(X) + 5.866 = 2,145 trips per business
Office/Professional- Ln(T) = 0.768 Ln(X) + 3.654 = 516 trips per business
Industrial- T = 2.951X + 30.572 = 202 trips per business

Lastly, the number of trips generated per business is multiplied by the number of businesses expected. This results in the total number of trips generated by the vacant non-residential land in the City. The results are as follows:

Commercial- 2,145 trips per business x 240 businesses = 514,800 trips generated
Office/Professional- 515 trips per business x 84 businesses = 43,260 trips generated
Industrial- 202 trips per business x 39 businesses = 7,878 trips generated

514,800 + 43,260 + 7,878 = **565,938 total trips generated by non-residential land**

For residential traffic, the number of residential units constructed between 2006 and 2026 is calculated. The total number of housing units in 2026 is projected to be 19,664. The number of units in the City as of 2006 is 12,224.

19,664 –12,224 = 7,440 residential units to be built

According to the Institute of Transportation Engineers, a residential unit generates on average 9.57 trips per day.

7,440 residential units x 9.57 trips per unit = **71,201 trips generated by residential land**

By adding the trips generated by residential and non-residential land, the total traffic generated by all vacant land in the City is **637,139 total average annual daily trips**.

E. Impact Fees

- *Policy Statement for Credits*

An important component of impact fee calculations is a forecast of the expected revenue from taxes which will be used to fund impact fee eligible projects. In some circumstances, new development pays for the capital improvements needed to serve that development through impact fees, charged at the time that building permits are issued, as well as through future taxes that are spent on the same capital improvements. In these cases, credit must be

granted for those future taxes that will be paid by the new development, as failure to do so would result in a form of double taxation.

The only tax currently contemplated that will fund impact fee eligible projects is the Special Purpose Local Option Sales Tax (SPLOST). The credits for future taxes are therefore limited to SPLOST taxes that will be paid by new residents and businesses that would also be subject to impact fee levies. Other City taxes and fees fund operations and maintenance activities, which are not impact fee eligible.

The SPLOST passed by Coweta County in 2002 is limited at $98,000,000 and the one passed in 2007 is limited to $127,961,582. Per the United States Census, the 2002 population estimate of Coweta County is about 97,771. The approximate 2004 County population is 105,376. As such, the average Coweta resident will pay $1002.34 in SPLOST taxes over the period from 2003 to 2007, or $200.47 per year, and they will pay $1,214.33 for the years 2007 to 2012, or $202.39 per year (the 2007 SPLOST covers a 6 year time frame).

The projects funded by the 2002 and 2007 SPLOST that are also impact fee eligible are shown in the following "SPLOST Breakdown" tables. These projects, their total cost, and their cost as a percentage of the SPLOST, and the amount per person per year paid into SPLOST for each project are given in both tables.

The figures for this column ("Amount per person per year paid into SPLOST") are calculated by multiplying the amount a Coweta resident pays per year by the figures from the "Cost % of SPLOST" column.

It is important to note that the "SPLOST Breakdown-2002" includes how much of the figure shown in the "Total Cost" column has been spent and what remains. Only the amount that remains is used for the purposes of developing a credit for the impact fees. This is due to the fact that once a project has been completed and the money spent the possibility of double taxation no longer exists. For instance, the "Cost as % of SPLOST" column is derived by calculating the percentage of the "Amount Remaining" figures as compared to the total 2002 SPLOST, whereas the 2007 "Cost as % of SPLOST" takes the "Total Cost" as a percentage of the total SPLOST for the City.

SPLOST Breakdown-2002

Project	Total Cost	Amount Spent	Amount Remaining	Cost as % of SPLOST	Amount per person per year paid into SPLOST
Fire Equipment	$800,000	$461,252	$338,748	0.345%	$0.69
Park Acquisition & Development	$2,500,000	$281,148	$2,218,852	2.264%	$4.54
Streets & Drains	$3,800,000	$597,819	$3,202,181	3.267%	$6.55

Source: City of Newnan Department of Community Development

SPLOST Breakdown-2007

Project	Total Cost	Cost as % of SPLOST	Amount per person per year paid into SPLOST
Fire Equipment	$200,000	0.156%	$0.31
Park Acquisition & Recreational Facility Improvements	$2,250,000	1.758%	$3.59
Street Improvements	$4,500,000	3.517%	$7.12

Source: City of Newnan Department of Community Development

In order to ensure that new residents and businesses do not pay impact fees for funds they will pay through SPLOST, the total change in functional population over the course of the SPLOST must be determined. It is important to do this, because it is the new residents who could pay both impact fees and SPLOST. For a complete overview of the projected functional population of the City during the current planning period, please see the "Population and Housing Forecasts" table, which can be found in the previous "Capital Improvements Element" section.

The following charts show the number of additional people (residents and employees) in the City of Newnan during the 2002 and 2007 SPLOSTs. The additional functional population is multiplied by the number of years that unit of the population will pay into the SPLOST, which produces the collective

number of years of people moving into Newnan. For instance, an individual moving to Newnan in 2007 will pay the SPLOST for 6 years- 2007, 2008, 2009, 2010, 2011, and 2012.

The chart for the 2002 SPLOST only performs calculations for 2004 through 2006 despite the fact that the 2002 SPLOST includes 2002 through 2006. This is because impact fees were not implemented in Newnan until 2004, therefore double taxation would not have been an issue and credits would not have been necessary until that year.

Calculation of Total SPLOST Funds for Fire, Roads, & Parks-2002

Year	Functional Population*	Difference in Functional Population		Number of Years Paying SPLOST		Collective Years of New People Paying SPLOST
2003	26,847					
2004	28,463	1,616	x	3	=	4,848
2005	30,045	1,582	x	2	=	3,164
2006	31,628	1,583	x	1	=	1,583

Source: City of Newnan Department of Community Development
*As projected at the time of the initial CIE for the City of Newnan. The functional population for "Calculation of Total SPLOST Funds for Fire, Roads, & Parks-2006" table is based on more current Census data that was nonexistent at the time of the initial CIE.

Calculation of Total SPLOST Funds for Fire, Roads, & Parks-2007

Year	Functional Population	Difference in Functional Population		Number of Years Paying SPLOST		Collective Years of New People Paying SPLOST
2006	35,499					
2007	39,284	3,785	x	6	=	22,710
2008	42,516	3,232	x	5	=	16,160
2009	45,129	2,613	x	4	=	10,452
2010	47,372	2,243	x	3	=	6,729
2011	49,510	2,138	x	2	=	4,276
2012	50,630	1,120	x	1	=	1,120

Source: City of Newnan Department of Community Development

The collective number of years that new people pay into SPLOST must then be multiplied by the amount of SPLOST being used for each project, as shown in the tables below. This results in the amount of funds paid by new residents each year. When these numbers are added together for each year for each project, the credits which must be applied to the impact fee program in

order to ensure that new residents are not double taxed by funding projects through both the SPLOST and impact fees is the result.

The "Continued Calculation of Total SPLOST Funds for Fire, Roads, & Parks-2002" table includes an alternate calculation for 2004 and an altered total including the alternate 2004 calculation. This alternate calculation for 2004 is computed by taking 25% of the SPLOST funds paid by new residents for 2004. As 2004 was the implementation year of impact fees for Newnan, they were not gathered the entire year. In fact, they only began to be collected at the beginning of October. Therefore, impact fees were gathered for only 25% of 2004. The collective SPLOST for each category that includes the adjusted 2004 figure is the one used for credit purposes. For the 2002 SPLOST the credit amounts are $4,111.71 for fire equipment, $27,053.86 for parks, and $39,031.45 for roads. For the 2007 SPLOST the credit amounts are $19,048.57 for fire equipment, $220,594.73 for parks, and $437,502.64 for roads.

Continued Calculation of Total SPLOST Funds for Fire, Roads, & Parks-2002

Year	Collective Years of New People Paying SPLOST		SPLOST Fire Funds per Person per Year		SPLOST Fire Funds paid by New Residents
2004	4,848	x	$0.69	=	$3,345.12
2005	3,164	x	$0.69	=	$2,183.16
2006	1,583	x	$0.69	=	$1,092.27
Total SPLOST Funds for Fire Paid by New Residents: $6,620.55					
Adjusted 2004 Amount: $836.28					
Total SPLOST Funds for Fire Paid by New Residents (with adjusted 2004): $4,111.71					

Year	Collective Years of New People Paying SPLOST		SPLOST Parks Funds per Person per Year		SPLOST Parks Funds paid by New Residents
2004	4,848	x	$4.54	=	$22,009.92
2005	3,164	x	$4.54	=	$14,364.56
2006	1,583	x	$4.54	=	$7,186.82

Total SPLOST Funds for Parks Paid by New Residents: $43,561.30					
Adjusted 2004 Amount: $5,502.48					
Total SPLOST Funds for Parks Paid by New Residents (with adjusted 2004): $27,053.86					
Year	**Collective Years of New People Paying SPLOST**		**SPLOST Roads Funds per Person per Year**		**SPLOST Roads Funds paid by New Residents**
2004	4,848	x	$6.55	=	$31,754.40
2005	3,164	x	$6.55	=	$20,724.20
2006	1,583	x	$6.55	=	$10,368.65
Total SPLOST Funds for Roads Paid by New Residents: $62,847.25					
Adjusted 2004 Amount: $7,938.60					
Total SPLOST Funds for Roads Paid by New Residents (with adjusted 2004): $39,031.45					

Source: City of Newnan Department of Community Development

Continued Calculation of Total SPLOST Funds for Fire, Roads, & Parks-2007

Year	**Collective Years of New People Paying SPLOST**		**SPLOST Fire Funds per Person per Year**		**SPLOST Fire Funds paid by New Residents**
2007	22,710	x	$0.31	=	$7,040.10
2008	16,160	x	$0.31	=	$5,009.60
2009	10,452	x	$0.31	=	$3,240.12
2010	6,729	x	$0.31	=	$2,085.99
2011	4,276	x	$0.31	=	$1,325.56
2012	1,120	x	$0.31	=	$347.20
Total SPLOST Funds for Fire Paid by New Residents: $19,048.57					

Year	Collective Years of New People Paying SPLOST		SPLOST Parks Funds per Person per Year		SPLOST Parks Funds paid by New Residents
2007	22,710	x	$3.59	=	$81,528.90
2008	16,160	x	$3.59	=	$58,014.40
2009	10,452	x	$3.59	=	$37,522.68
2010	6,729	x	$3.59	=	$24,157.11
2011	4,276	x	$3.59	=	$15,350.84
2012	1,120	x	$3.59	=	$4,020.80
Total SPLOST Funds for Parks Paid by New Residents: $220,594.73					

Year	Collective Years of New People Paying SPLOST		SPLOST Roads Funds per Person per Year		SPLOST Roads Funds paid by New Residents
2007	22,710	x	$7.12	=	$161,695.20
2008	16,160	x	$7.12	=	$115,059.20
2009	10,452	x	$7.12	=	$74,418.24
2010	6,729	x	$7.12	=	$47,910.48
2011	4,276	x	$7.12	=	$30,445.12
2012	1,120	x	$7.12	=	$7,974.40
Total SPLOST Funds for Roads Paid by New Residents: $437,502.64					

Source: City of Newnan Department of Community Development

- *Calculation*

  As can be seen below, the total of all impact fees applicable to a residential unit (includes parks and recreation, police protection, fire services, and roads, streets, and bridges) is $1,103.00.

  When calculating impact fees the following are important to keep in mind.

- The figures used in calculating impact fees are located in the "Population and Housing Forecasts" table, which is presented at the beginning of the "Projection of Needs" section.
- The numbers used for non-residential examples service were rounded for informational purposes. The true amount levied for a development, matching the examples in size and use, may differ slightly and inconsequentially.
- For some structures (i.e. hotels, self-serve car washes), the factor is not multiplied by square footage but rather by a different unit of measure. For instance, hotels use the number of rooms and self-serve car washes utilize the number of stalls.
- All formulas used for computing the number of trips for a development are derived from the Institute of Transportation Engineers manual, "Trip Generation, 6th edition". Formulas for a weekday were used.
- The multipliers, unit of measures, and trip generation formulas are provided for each land use in the "Multipliers and ITE Formulas" table at the conclusion of this section, "Calculation".

· Parks and Recreation

The impact fee for parks is based upon housing units. The amount charged per residential unit is determined by dividing the cost of all scheduled impact fee eligible parks and recreation projects (less the amount of impact fees collected for parks through December 2005) by the difference in housing units from 2006 until 2026. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per residential unit.

Impact Fee Calculation: Parks and Recreation

Total cost of impact fee eligible parks and recreation projects: $4,752,351.41
Impact fees collected through December 2005: $638,452.65
2006-2026 housing unit difference: 7,440
cost of projects - amount collected / housing unit difference = fee per residential unit $4,752,351.41 - $638,452.65 / 7,440 = **$552.94**
fee per residential unit + 3% administrative fee = final fee per residential unit $552.94 + $16.58 = **$569.52**

Source: City of Newnan Department of Community Development

It is noteworthy that non-residential structures are not charged an impact fee for parks and recreation, as those types of development typically do not impact parks or recreation.

· Fire Services

The impact fee for fire services is based upon functional population. The amount charged per person is determined by dividing the cost of all scheduled impact fee eligible fire services projects (less the amount of impact fees collected for parks through December 2005) by the difference in functional population from 2006 until 2026. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per person.

Impact Fee Calculation: Fire Services

Total cost of impact fee eligible fire services projects: $3,036,839.72
Impact fees collected through December 2005: $528,365.93
2006-2026 functional population difference: 19,478
cost of projects - amount collected / functional population difference = fee per person $3,036,839.72 - $528,365.93 / 19,478 = **$128.78**
fee per person + 3% administrative fee = final fee per person $128.78 + $3.86 = **$132.64**

Source: City of Newnan Department of Community Development

The figures shown in the preceding table are not the amounts charged as impact fees to new developments. Instead, the final fee per person ($132.64) is the amount charged per person employed by or living on the property being developed. Thus, in order to convert the cost per person into an impact fee for the development, the final fee per person must be multiplied by the estimated number of residents or employees.

For residential structures, the City estimates a household size of 2.35 at the end of the planning period. Therefore, the residential fire services impact fee for all residential structures is as follows: $132.64 x 2.35 = $311.70

For non-residential structures, the Institute of Transportation Engineers (ITE) has created factors (multipliers) which are multiplied by the square footage of the structure in order to determine the number of employees. As an illustration, the multiplier for an apparel store is 1.67. Thus, the fire services impact fee charged to a 2,000 square foot apparel store would be as follows: $132.64 x 2 x 1.67 = $443.02.

· Police Protection

The impact fee for police protection is based upon functional population. The amount charged per person is determined by dividing the cost of all scheduled impact fee eligible police protection projects (less the amount of

impact fees collected for parks through December 2005) by the difference in functional population from 2006 until 2026. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per person.

Impact Fee Calculation: Police Protection

Total cost of impact fee eligible police protection projects: $1,125,000.00
Impact fees collected through December 2005: $208,893.72
2006-2026 functional population difference: 19,478
cost of projects - amount collected / functional population difference = fee per person $1,125,000.00 - $208,893.72 / 19,478 = **$47.03**
fee per person + 3% administrative fee = final fee per person $47.03 + $1.41 = **$48.44**

Source: City of Newnan Department of Community Development

As with fire services, the figures shown in the preceding table are not the amounts charged as impact fees to new developments. Instead, the final fee per person ($48.44) is the amount charged per person employed by or living on the property being developed. Thus, in order to convert the cost per person into an impact fee for the development, the final fee per person must be multiplied by the estimated number of residents or employees.

For residential structures, the City estimates a household size of 2.35 at the end of the planning period. Therefore, the residential police protection impact fee for all residential structures is as follows: $48.44 x 2.35 = $113.83.

For non-residential structures, the ITE multipliers vary. As an illustration, the multiplier for an apparel store is 1.67. Thus, the police protection impact fee charged to a 2,000 square foot apparel store would be as follows: $48.44 x 2 x 1.67 = $161.79

· Roads, Streets, and Bridges

The impact fee for roads, streets, and bridges is based upon the number of trips generated by the development. The amount charged per trip generated is determined by dividing the cost of all scheduled impact fee eligible roads, streets, and bridges' projects (less the amount of impact fees collected for parks through December 2005) by the trips generated from 2006 until 2026. This number is then charged the 3% administrative fee, allowed by the State of Georgia, to obtain the final fee per trip.

Impact Fee Calculation: Roads, Streets, and Bridges

Total cost of impact fee eligible roads, streets, and bridges' projects: $7,310,465.91
Impact fees collected through December 2005: $330,717.03
2006-2026 trips generated: 637,139
cost of projects - amount collected / trips generated = fee per trip $7,310,465.91 - $330,717.03 / 637,139 = **$10.95**
fee per trip + 3% administrative fee = final fee per trip $10.95 + $0.33 = **$11.28**

Source: City of Newnan Department of Community Development

As with fire services and police protection, the figures shown in the preceding table are not the amounts charged as impact fees to new developments. Instead, the final fee per trip ($11.28) is the amount charged per trip generated by the property being developed. Thus, in order to convert the cost per trip into an impact fee for the development, the final fee per trip must be multiplied by the estimated number of trips generated. The Institute of Transportation Engineers has developed formulas to help determine how many trips a development generates per day. The formulas used to determine the impact fee based on the number of trips generated depends of the type of development in question.

The formula for a residential structure is fairly simple. The ITE estimates that a residential structure generates 9.57 trips per day. Therefore, the roads, streets, and bridges impact fee for all residential structures is as follows: $11.28 x 9.57 = $107.95.

For non-residential structures, the number of trips generated per day and the formula used to calculate the fee varies depending upon the use of the development and can become more complicated. Three examples are given below. In the formulas for each example below T is the total number of trips generated by that development per day, X is the square footage of the development in thousands, and the number multiplied by X is the number of trips per day that 1,000 square feet of a particular development creates. Other variables and numbers differ between uses. All the formulas are given in the ensuing "ITE Formulas" table.

1. The formula for an apparel store is T = 66.4(X). For a 2,000 square foot apparel store 132.8 trips will be generated per day (132.8 = 66.4*2). Thus, the roads, streets, and bridges impact fee charged to a 2,000 square foot apparel store would be as follows: $11.28 x 132.8 = $1,497.98.
2. The formula for an auto parts store is T = 81.02(X) – 150.75. For a 2,000 square foot auto parts store 11.29 trips will be generated per day. Thus, the roads, streets, and bridges impact

fee charged to a 2,000 square foot apparel store would be as follows: $11.28 x 11.29 = $127.35.

3. The formula for a discount store is Ln(T) = 1.654[Ln(X)]+0.911. For a 50,000 discount store 1,605.97 trips will be generated per day. Thus, the roads, streets, and bridges charged to a 50,000 square foot discount store would be as follows: $11.28 x 1,605.97 = $18,115.39.

Multipliers and ITE Formulas

Land Use	Unit of Measure (1,000 sq. ft. unless noted)	Formula to Determine Trip Generation	Multiplier
Residential	Dwelling	T=9.57(X)	2.41
Apparel Store		T=66.4(X)	1.67
Auto Parts Store		T=81.02(X)-150.75	0.96
Building Materials & Lumber		T=35.258(X)+43.603	1.40
Church		T=9.11(X)	0.52
Conv. Store (Open 15-16 Hours)		T=291.69(X)-662.095	1.75
Conv. Store (Open 24 Hours)		T=737.99(X)	1.80
Conv. Store w/ Gasoline Pumps		T=845.6(X)	1.80
Day Care Center		T=79.26(X)	2.00
Discount Club		T=41.8(X)	1.36
Discount Store		Ln(T)=1.654[Ln(X)]+0.911	1.43
Drive-in Bank		T=174.529(X)+385.789	4.00
Electronics Superstore		T=45.04(X)	0.96
Factory Outlet Center		T=26.59(X)	1.67
Fast-Food Restaurant		T=496.12(X)	10.90
Free-Standing Disc. Superstore		T=59.492(X)-1930.27	1.90
Furniture Store		T=5.06(X)	0.48
General Office Building		Ln(T)=0.768[Ln(X)]+3.654	3.07
Golf Course	Employees	T=20.52(X)	1.00
Hardware/Paint Store		T=51.29(X)	0.96
High-Turnover (Sit-Down) Restaurant		T=130.34(X)	7.46
Home Improvement Superstore		T=37.403(X)-235.069	0.96
Hospital		T=10.411(X)+1915.686	2.95
Hotel	Rooms	T=8.946(X)-368.112	0.68
Industrial		T=7.468(X)-101.921	2.31

Lodge/Fraternal Organization	Employees	T=46.9(X)	1.00
Low Volume Restaurant/Deli/Bakery/Coffee		T=89.95(X)	7.46
Medical Office		T=40.892(X)+214.97	2.82
Mini-Warehouse		Ln(T)=1.01[Ln(X)]+0.815	0.04
Motel	Rooms	Ln(T)=0.918[Ln(X)]+2.11	0.53
Movie Theater		T=66.35(X)	1.50
New Car Sales		T=37.5(X)	2.30
Nursery (Garden Center)		T=36.08(X)	1.67
Nursery (Wholesale)	Acres	T=3.11(X)	0.79
Nursing Home	Beds	Ln(T)=0.844[Ln(X)]+1.681	0.65
Pharmacy/Drugstore		T=88.16(X)	1.67
Private School (K-12)		T=4.39(X)	0.90
Quality Restaurant		T=89.95(X)	7.46
Quick Lubrication Vehicle Shop	Service Bays	T=40(X)	2.10
Racquet Club		T=17.14(X)	0.30
Recreational Community Center		T=22.88(X)	0.84
Self-Service Car Wash	Stall	T=22(X)	0.20
Shopping Center		Ln(T)=0.643[Ln(X)]+5.866	1.67
Specialty Retail Center		T=40.67(X)	1.79
Supermarket		T=111.51(X)	1.27
Tire Store		Ln(T)=1.099[Ln(X)]+3.025	1.00
Video Rental Store		T=26.92(X)	0.80
Warehouse		T=3.676(X)+350.266	1.31
Wholesale Market		T=8.21(X)	0.82
Wholesale Tire Store		T=20.36(X)	1.28

Source: Institute of Traffic Engineers

- *Impact Fee Financial Reports*

Impact Fee Financial Report: Parks and Recreation

Newnan	Annual Impact Fee Financial Report – 2005
Public Facility	**Parks and Recreation**
Service Area	**City Limits**
Impact Fee Fund Balance from 2004	$87,620.28
Impact Fees Collected in 2005	$550,832.37
Impact Fees Used in 2005	$0
Impact Fees Encumbered in 2005	$0
Interest Earned in 2005	$17,738.88
Impact Fee Fund Balance Ending 2005	$656,191.53

Source: City of Newnan Department of Community Development

Impact Fee Financial Report: Fire Services

Newnan	Annual Impact Fee Financial Report - 2005
Public Facility	**Fire Services**
Service Area	**City Limits**
Impact Fee Fund Balance from 2004	$95,297.52
Impact Fees Collected in 2005	$433,068.41
Impact Fees Used in 2005	$0
Impact Fees Encumbered in 2005	$0
Interest Earned in 2005	$15,208.33
Impact Fee Fund Balance Ending 2005	$543,574.26

Source: City of Newnan Department of Community Development

Impact Fee Financial Report: Police Protection

Newnan	Annual Impact Fee Financial Report - 2005
Public Facility	**Police Protection**
Service Area	**City Limits**
Impact Fee Fund Balance from 2004	$37,676.56
Impact Fees Collected in 2005	$171,217.16
Impact Fees Used in 2005	$0
Impact Fees Encumbered in 2005	$0
Interest Earned in 2005	$5,996.71
Impact Fee Fund Balance Ending 2005	$214,890.43

Source: City of Newnan Department of Community Development

Impact Fee Financial Report: Roads, Streets, and Bridges

Newnan	Annual Impact Fee Financial Report – 2005
Public Facility	**Roads, Streets, and Bridges**
Service Area	**City Limits**
Impact Fee Fund Balance from 2004	$70,902.10
Impact Fees Collected in 2005	$259,814.93
Impact Fees Used in 2005	$0
Interest Earned in 2005	$0
Impact Fees Encumbered in 2005	$9,997.35
Impact Fee Fund Balance Ending 2005	$340,714.38

Source: City of Newnan Department of Community Development

- *Capital Improvements Element Projects*

Capital Improvements Projects: Parks and Recreation

Newnan	Capital Improvements Projects -- 2006				
Public Facility:	**Parks and Recreation**				
Service Area:	**City Limits**				
Project Description:	**Project Start Date**	**Project End Date**	**Estimated Cost of Project**	**Funding Sources**	**Status**
2.5 Acre West-Side Area Park	2005	2007	$1,200,000.00	Impact Fees	Ongoing
15-20 Acre East Side Park	2010	2013	$3,800,000.00	Impact Fees	Planning

Source: City of Newnan Department of Community Development

Capital Improvements Projects: Fire Services

Newnan	Capital Improvements Projects -- 2006				
Public Facility:	**Fire Services**				
Service Area:	**City Limits**				
Project Description:	**Project Start Date**	**Project End Date**	**Estimated Cost of Project**	**Funding Sources**	**Status**
2,000 sq. ft. Storage Building	2006	2007	$310,000.00	Impact Fees	Ongoing
Heavy Duty Vehicle	2007	2007	$425,000.00	Impact Fees	Planning
5,000 sq. ft. Station #3	2009	2010	$1,050,000.00	Impact Fees	Planning
Heavy Duty Vehicle	2011	2011	$425,000.00	Impact Fees	Planning
Heavy Duty Vehicle	2016	2016	$425,000.00	Impact Fees	Planning
Heavy Duty Vehicle	2024	2024	$425,000.00	Impact Fees	Planning

Source: City of Newnan Department of Community Development

Capital Improvements Projects: Police Protection

Newnan	Capital Improvements Projects -- 2006				
Public Facility:	**Police Protection**				
Service Area:	**City Limits**				
Project Description:	**Project Start Date**	**Project End Date**	**Estimated Cost of Project**	**Funding Sources**	**Status**
5,000 sq. ft. precinct	2010	2011	$1,125,000.00	Impact Fees	Planning

Source: City of Newnan Department of Community Development

Capital Improvements Projects: Roads, Streets, and Bridges

Newnan	Capital Improvements Projects -- 2006				
Public Facility:	**Roads, Streets, and Bridges**				
Service Area:	**City Limits**				
Project Description:	**Project Start Date**	**Project End Date**	**Estimated Cost of Project**	**Funding Sources**	**Status**
Greison Trail/Lower Fayetteville Intersection	2005	2006	$457,000.00	Impact Fees	Ongoing
Greenville Street/Spence Street Intersection	2006	2007	$1,585,000.00	Impact Fees	Ongoing
East Washington Extension	2007	2012	$3,000,000.00	Impact Fees	Planning
Greison Trail/Bypass Connector	2007	2012	$2,395,000.00	Impact Fees	Planning
Greenville Street/Sewell Road Intersection	2014	2015	$350,000.00	Impact Fees	Planning

Source: City of Newnan Department of Community Development

Wastewater Collection and Treatment

A. Introduction

The City of Newnan sanitary sewer facilities are comprised of a network of collection trunk mains, pumping stations, treatment plants and areas for land application of treated wastewater. Such facilities provide a certain waste collection and treatment capacity usually defined in terms of a million gallons per day (MGD). The capacity of these facilities can be expanded through the construction of additional treatment capacity. Expansions for the City's two water pollution control plants, Mineral Springs and Wahoo Creek, are proposed for funding under the Development Impact Fee Act.

Development impact fees will be used to produce the capital requirements for the additional treatment capacity, which includes pumping station expansions, storage ponds, force mains and easements. This capacity is accessed through the existing collection system, consisting of trunk mains and lines as well as pumping stations located throughout the service areas as appropriate. Pumping stations are necessary when topography prohibits use of gravity flow collection.

Future collection systems expansions, in the form of sewer mains, which connect to major trunk routes, are primarily the responsibility of the development community. This is based on the premise that the need for such mains is usually created by developers of individual projects seeking such connections to the City of Newnan sanitary sewer system.

B. Designation of Service Area and Levels of Service

The service area for wastewater collection and treatment is the City limits of Newnan, which contains 11 drainage basins. The previously mentioned water pollution control plants (WPCP), Mineral Springs and Wahoo Creek, operated by

Newnan Utilities, treat effluent from within the City limits. An additional plant, the Shenandoah Water Pollution Control Plant, is operated by Coweta County. However, the focus of this Wastewater Capital Improvements Element is expansion of the City's WPCPs. The expansion of these facilities is necessitated solely by the increase in development within the existing City limits, and does not take into account any future annexation by the City.

The ensuing "Drainage Basins and WPCPs" table lists the basins and their respective WPCP. The number of acres falling inside the City limits is also given for each basin.

Drainage Basins and WPCPs

Drainage Basin	Servicing WPCP	Acres in City Limits
Sandy Creek	Wahoo Creek & Mineral Springs	1,646
Mineral Springs	Mineral Springs	1,287
Mountain Creek	Mineral Springs	24
Snake Creek	Wahoo Creek	689
Wahoo Creek	Wahoo Creek	3,966
White Oak Creek	Wahoo Creek	3,786
Turkey Creek	Wahoo Creek	301
Chandler Creek	None	361
Beaver's Lake	None	15
East Newnan*	Wahoo Creek	0
Upper Sullivan Creek*	Wahoo Creek	0

Source: Newnan Utilities and Wiedeman and Singleton, Inc.
*No area inside City limits. East Newnan serves estimated population of 765 and Upper Sullivan Creek serves estimated population of 250.

The current LOS and the LOS standard for wastewater collection and treatment are established at 300 gallons per day (GPD) per dwelling unit. All sanitary sewer service needs of the City of Newnan are being met without variation; the average collection and treatment volume is 300 gallons of wastewater per day per dwelling unit. All residents tied into the municipal sewer system receive this level of service and all new residents whose homes will be tied into the system will also receive the same level of service. No variation in service levels exists among those residents now connected, or to be connected, to the system.

The commercial and industrial standards are established on an individual basis using recognized standards, such as those found in the American Civil Engineering Society Manual "Design and Operation of Gravity Sanitary Sewers." Demand for restaurants and commercial users can be based on usage of 0.25 to 1.50 gallons per square foot; retail facilities typically use 60-100 gallons per 1,000 square feet of floor

area. Commercial and industrial users tend to vary widely and may provide historical usage data or establish a record of average annual daily flow.

While Newnan Utilities may serve developments outside the City limits, such developments will not be required to pay an impact fee, nor is such development being included in the determination to expand the Mineral Springs and Wahoo Creek Pollution Control Plants.

Facilities Eligible for Impact Fee Funding

Eligible Facilities	Service Area	Level of Service Standard
Water Pollution Control Plants	City Limits	Residential: 300 gallons per day per dwelling unit (d.u.)
		Commercial: referenced to usage factors
		Industrial: referenced to use/employment

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

Current National Pollutant Discharge Elimination System Permit Limitations

Wastewater Facility	Service Level
Mineral Springs WPCP	0.75 MGD gallons treated per day
Wahoo Creek WPCP	3.00 MGD gallons treated per day

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

C. Projection of Needs

Newnan Utilities is utilizing the population projections developed for the 2006 Comprehensive Plan in their *2005 Wastewater System Master Plan Update*. They refer to this set of projections as "build-out" projections since they do not take annexation into consideration. According to Newnan Utilities, 2015 will be the saturation point in these projections with a density of approximately 3.5 people per acre, and "an average housing density of 1.7 housing units per acre with an average household size of 2.4 persons per unit and 95% occupancy" at build-out.

Concerning commercial and wastewater sources, the aforementioned *Wastewater System Master Plan Update* has this to say: "Currently none of the industries in Newnan discharge more than 50,000 gallons per day into the public sewers and treatment plants. The largest industrial discharger in Newnan is the William Bonnell Company, which has its own wastewater treatment plant and discharge permit. Commercial development is expected to increase rapidly in the area known as Newnan Crossing. Two roads have been extended south of the interstate exit at Bullsboro Road: Newnan Crossing Bypass on the west side and Newnan Crossing Boulevard on the east side…Communities that are dominated by commercial land use

have to evaluate how hotels, restaurants, stores, professional offices, etc. might contribute more (or less) wastewater than residential development, but this is not necessary in Newnan. The differences in flow per acre between commercial/industrial property and residential property were not considered significant in this study. For wastewater flow projections in Newnan, the historical flow rates were used for calibration by residential population (gallons per day per capita)."

The succeeding "Wastewater Flow Projections" table shows Newnan Utilities' wastewater flow projections for the annual average daily flow (AADF), peak hour flow, and maximum monthly average flow (max. month). The WPCPs are rated by the later flow rate. The *2005 Wastewater System Master Plan Update* states that the flow projections seen in this table "result in a maximum monthly average in 2026 that will be 5.98 MGD and a peak flow rate of 13.90 MGD".

Wastewater Flow Projections

	Max. Month in MGD	AADF in MGD	Peak Hour in MGD
2000	2.37	2.03	6.42
2001	2.54	2.17	6.82
2002	2.75	2.35	7.28
2003	2.99	2.55	7.80
2004	3.25	2.78	8.37
2005	3.53	3.02	8.97
2006	3.82	3.27	9.58
2007	4.11	3.52	10.19
2008	4.40	3.76	10.77
2009	4.66	3.98	11.30
2010	4.90	4.19	11.78
2011	5.11	4.37	12.19
2012	5.29	4.52	12.55
2013	5.44	4.65	12.84
2014	5.56	4.75	13.07
2015	5.65	4.83	13.26
2016	5.73	4.90	13.41
2017	5.79	4.95	13.53
2018	5.84	4.99	13.62
2019	5.88	5.02	13.69
2020	5.90	5.05	13.75
2021	5.93	5.07	13.79
2022	5.94	5.08	13.82
2023	5.96	5.09	13.85
2024	5.97	5.10	13.87
2025	5.97	5.11	13.88
2026	5.98	5.11	13.90

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

At both WPCPs the maximum monthly average flows have come close to the permit limits. It appears that the flow limits may be exceeded in the near future at the Wahoo Creek WPCP and some additional capacity is needed as soon as possible. Phase I and II of Newnan Utilities' expansion plan were designed to meet this immediate demand.

Beyond the expansion that will be garnered upon completion of the first two phases of the expansion plan, Newnan Utilities has allowed for expansion in excess of projected need for the final three phases to allow for projection error and/or unexpected situations. Current projections call for a 2.16 MGD increase from 2006 to 2026, while the expansion plan calls for a 5 MGD increase for the same time period. This excess allows for flexibility concerning completion dates of the various phases. After Phase II, any other phase can be pushed forward or backward based on need. More information regarding the expansion plan can be gathered in the following "Schedule of Improvements and Description of Funding Sources" section.

D. Schedule of Improvements and Description of Funding Sources

Impact Fee Financial Report: Wastewater Collection and Treatment

Newnan	**Annual Impact Fee Financial Report – 2005**
Public Facility	**Wastewater Collection and Treatment**
Service Area	**City Limits**
Impact Fee Fund Balance from 2004	$5,494,815.04
Impact Fees Collected in 2005	$3,757,862.29
Impact Fees Used in 2005	-$1,897,232.51
Administrative Fee in 2005	-112,735.87
Interest Earned in 2005	$106,445.12
Impact Fee Fund Balance Ending 2005	$7,349,154.07

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

All projects planned by Newnan Utilities from 2005-2009 are capital expenditures and paid for through impact fees. The CIE and STWP tables for Wastewater Collection and Treatment, located below, show this. For the most part, the projects given in these tables are divided into phases, as Newnan Utilities' expansion plan is likewise divided. The expansion plan in question can be seen in the ensuing table titled, "Recommended Wastewater Treatment Expansion Plan"

Wastewater Collection and Treatment STWP

Newnan	**Short-Term Work Program -- 2006**				
Project or Activity	**Start Date**	**End Date**	**Responsible Party**	**Cost Estimate**	**Funding Source**
Wastewater					
Phase II – Diversion of Flow & Construction of Land Treatment Facilities	2005	Majority in 2006	Newnan Utilities	**$14,130,300.00**	Impact Fees
Land Application System	2006+	Indefinite	Newnan Utilities		Impact Fees
Spray Fields (185 acres @ $7,500 per acre)	2006+	Indefinite	Newnan Utilities	$1,387,500.00	Impact Fees
Storage Pond (20 days @ 1.25 MGD=25 MG)	2006+	Indefinite	Newnan Utilities	$350,000.00	Impact Fees

LAS Pump Station	2006+	Indefinite	Newnan Utilities	$1,400,000.00	Impact Fees
Mineral Springs Effluent Main to LAS Site	November 2005	November 2006	Newnan Utilities		Impact Fees
10,200 linear feet (L.F.) of 30" Pipe	November 2005	November 2006	Newnan Utilities	$1,453,500.00	Impact Fees
Snake Creek to Mineral Springs Diversion	November 2005	November 2006	Newnan Utilities		Impact Fees
16,100 L.F. of 14" & 16" Force Main	November 2005	November 2006	Newnan Utilities	$1,165,000.00	Impact Fees
Snake Creek Pump Station	November 2005	November 2006	Newnan Utilities	$750,000.00	Impact Fees
Wahoo Creek to Snake Creek Diversion	November 2005	November 2006	Newnan Utilities		Impact Fees
3,200 L.F. of 12" Force Main	November 2005	November 2006	Newnan Utilities	$182,400.00	Impact Fees
Wahoo Creek Diversion Pump Station	2007	2007 or 2008	Newnan Utilities	$900,000.00	Impact Fees
Mineral Springs WPCP Lime Silo	Indefinite	February 2007	Newnan Utilities	$250,000.00	Impact Fees
Sludge Dewatering Facilities at Wahoo Creek WPCP	February 2006	May 2006	Newnan Utilities	$1,500,000.00	Impact Fees
Sludge Composting Facilities	May 2006	November 2006	Newnan Utilities	$1,500,000.00	Impact Fees
Construction Contingencies	Indefinite		Newnan Utilities	$542,000.00	Impact Fees
Engineering	Indefinite		Newnan Utilities	$1,250,000.00	Impact Fees
Land Purchase at Wahoo Creek WPCP	2006 or 2007		Newnan Utilities	$1,500,000.00	Impact Fees
Phase III – Expansion of Mineral Springs WPCP & Land Treatment	Post Phase II	2011	Newnan Utilities	**$6,931,500.00**	Impact Fees
Land Application System	Post Phase II	2011	Newnan Utilities		Impact Fees
Spray Fields (281 acres @ $7,500 per acre)	Post Phase II	2011	Newnan Utilities	$2,108,000.00	Impact Fees
Storage Pond (20 days @ $2.75 MGD=55 MG)	Post Phase II	2011	Newnan Utilities	$700,000.00	Impact Fees
Expansion of LAS Pump Station	Post Phase II	2011	Newnan Utilities	$300,000.00	Impact Fees
Mineral Springs WPCP	Post Phase II	2011	Newnan Utilities		Impact Fees
Sludge Dewatering Improvements	Post Phase II	2011	Newnan Utilities	$1,000,000.00	Impact Fees
Expansion of Compost Facilities	Post Phase II	2011	Newnan Utilities	$1,000,000.00	Impact Fees
Mobilization, Bonds, and Insurance	Post Phase II	2011	Newnan Utilities	$383,000.00	Impact Fees
Electrical and Instrumentation	Post Phase II	2011	Newnan Utilities	$511,000.00	Impact Fees
Construction Contingencies	Post Phase II	2011	Newnan Utilities	$300,000.00	Impact Fees
Engineering	Post Phase II	2011	Newnan Utilities	$630,000.00	Impact Fees
Collection System Construction					Impact Fees

Miscellaneous Pipeline Improvements	2005	2030	Newnan Utilities	$9,000,000.00	Impact Fees
Prior Capital Expenditures					
Existing Wahoo WPCP Expansion Costs (Outstanding Principal in 2005)	2005	Indefinite	Newnan Utilities	$2,962,200.00	Impact Fees

Source: Newnan Utilities and Wiedeman and Singleton, Inc.
Note: Projects having both an indefinite start and end date were not included in this table. However, they can be located in the "Wastewater Collection and Treatment CIE" immediately following.

Wastewater Collection and Treatment CIE

Newnan	**Capital Improvements Projects -- 2006**				
Public Facility:	**Wastewater Collection and Treatment**				
Service Area:	**City Limits**				
Project Description:	**Project Start Date**	**Project End Date**	**Estimated Cost of Project***	**Funding Sources**	**Status**
Phase I – Expansion of Mineral Springs WPCP & Land Treatment	March 2002	June 2005	**$8,078,000.00**	Impact Fees	Complete
Mineral Springs WPCP Expansion	March 2002	June 2005	$3,407,000.00	Impact Fees	Complete
Completion	March 2002	June 2005	$2,214,000.00	Impact Fees	Complete
Dechlorination	March 2002	June 2005	$55,000.00	Impact Fees	Complete
Belt Filter Press	March 2002	June 2005	$190,000.00	Impact Fees	Complete
Engineering	March 2002	June 2005	$1,212,000.00	Impact Fees	Complete
Administrative	March 2002	June 2005	$8,078,000.00	Impact Fees	Complete
Phase II – Diversion of Flow & Construction of Land Treatment Facilities	2005	Majority in 2006	**$14,130,300.00**	Impact Fees	Planning & Ongoing
Land Application System	2006+	Indefinite		Impact Fees	Planning
Spray Fields (185 acres @ $7,500 per acre)	2006+	Indefinite	$1,387,500.00	Impact Fees	Planning
Storage Pond (20 days @ 1.25 MGD=25 MG)	2006+	Indefinite	$350,000.00	Impact Fees	Planning
LAS Pump Station	2006+	Indefinite	$1,400,000.00	Impact Fees	Planning
Mineral Springs Effluent Main to LAS Site	November 2005	November 2006		Impact Fees	Ongoing
10,200 linear feet (L.F.) of 30" Pipe	November 2005	November 2006	$1,453,500.00	Impact Fees	Ongoing
Snake Creek to Mineral Springs Diversion	November 2005	November 2006		Impact Fees	Ongoing
16,100 L.F. of 14" & 16" Force Main	November 2005	November 2006	$1,165,000.00	Impact Fees	Ongoing
Snake Creek Pump Station	November 2005	November 2006	$750,000.00	Impact Fees	Ongoing
Wahoo Creek to Snake Creek Diversion	November 2005	November 2006		Impact Fees	Ongoing
3,200 L.F. of 12" Force Main	November 2005	November 2006	$182,400.00	Impact Fees	Ongoing
Wahoo Creek Diversion Pump Station	2007	2007 or 2008	$900,000.00	Impact Fees	Planning
Mineral Springs WPCP Lime Silo	Indefinite	February 2007	$250,000.00	Impact Fees	Ongoing
Sludge Dewatering Facilities at Wahoo Creek WPCP	February 2006	May 2006	$1,500,000.00	Impact Fees	Ongoing
Sludge Composting Facilities	May 2006	November 2006	$1,500,000.00	Impact Fees	Ongoing
Construction Contingencies	Indefinite		$542,000.00	Impact Fees	Planning
Engineering	Indefinite		$1,250,000.00	Impact Fees	Planning

Land Purchase at Wahoo Creek WPCP	2006 or 2007		$1,500,000.00	Impact Fees	Planning
Phase III – Expansion of Mineral Springs WPCP & Land Treatment	Post Phase II	2011	**$6,931,500.00**	Impact Fees	Planning
Land Application System	Post Phase II	2011		Impact Fees	Planning
Spray Fields (281 acres @ $7,500 per acre)	Post Phase II	2011	$2,108,000.00	Impact Fees	Planning
Storage Pond (20 days @ $2.75 MGD=55 MG)	Post Phase II	2011	$700,000.00	Impact Fees	Planning
Expansion of LAS Pump Station	Post Phase II	2011	$300,000.00	Impact Fees	Planning
Mineral Springs WPCP	Post Phase II	2011		Impact Fees	Planning
Sludge Dewatering Improvements	Post Phase II	2011	$1,000,000.00	Impact Fees	Planning
Expansion of Compost Facilities	Post Phase II	2011	$1,000,000.00	Impact Fees	Planning
Mobilization, Bonds, and Insurance	Post Phase II	2011	$383,000.00	Impact Fees	Planning
Electrical and Instrumentation	Post Phase II	2011	$511,000.00	Impact Fees	Planning
Construction Contingencies	Post Phase II	2011	$300,000.00	Impact Fees	Planning
Engineering	Post Phase II	2011	$630,000.00	Impact Fees	Planning
Phase IV – Expansion and Conversion of Wahoo Creek to Water Reclamation Facility	Post Phase III	2026+	**$18,449,800.00**	Impact Fees	Planning
Expansion of Wahoo Creek WPCP from 3 to 4 MGD	Post Phase III	2026+		Impact Fees	Planning
Influent Pump Station and Headworks	Post Phase III	2026+	$1,150,000.00	Impact Fees	Planning
Aeration System Additions	Post Phase III	2026+	$500,000.00	Impact Fees	Planning
Membrane Tanks	Post Phase III	2026+	$250,000.00	Impact Fees	Planning
Membrane Equipment	Post Phase III	2026+	$8,500,000.00	Impact Fees	Planning
Ultraviolet Disinfection	Post Phase III	2026+	$500,000.00	Impact Fees	Planning
Aerobic Digestion	Post Phase III	2026+	$500,000.00	Impact Fees	Planning
2nd Belt Filter Press and Dewatering Improvement	Post Phase III	2026+	$850,000.00	Impact Fees	Planning
Reuse Pump Station	Post Phase III	2026+	$500,000.00	Impact Fees	Planning
Reuse Distribution System	Post Phase III	2026+	$845,000.00	Impact Fees	Planning
Mobilization, Bonds, and Insurance	Post Phase III	2026+	$1,020,000.00	Impact Fees	Planning
Electrical and Instrumentation	Post Phase III	2026+	$1,359,000.00	Impact Fees	Planning
Construction Contingencies	Post Phase III	2026+	$799,000.00	Impact Fees	Planning
Engineering	Post Phase III	2026+	$1,677,000.00	Impact Fees	Planning
Phase V – Expansion Wahoo Creek	Post Phase IV	2026+	**$15,131,900.00**	Impact Fees	Planning
Expansion of Wahoo Creek WPCP from 4 to 6 MGD	Post Phase IV	2026+		Impact Fees	Planning
Expansion of Influent Pump Station	Post Phase IV	2026+	$2,500,000.00	Impact Fees	Planning
New Aeration Basins and Aeration System	Post Phase IV	2026+	$2,500,000.00	Impact Fees	Planning
Membrane Tanks	Post Phase IV	2026+	$500,000.00	Impact Fees	Planning
Membrane Equipment	Post Phase IV	2026+	$4,500,000.00	Impact Fees	Planning
Ultraviolet Disinfection	Post Phase IV	2026+	$250,000.00	Impact Fees	Planning
Expansion of Aerobic Digestion	Post Phase IV	2026+	$500,000.00	Impact Fees	Planning
Sludge Dewatering Improvements	Post Phase IV	2026+	$400,000.00	Impact Fees	Planning
Mobilization, Bonds, and Insurance	Post Phase IV	2026+	$836,000.00	Impact Fees	Planning
Electrical and Instrumentation	Post Phase IV	2026+	$1,115,000.00	Impact Fees	Planning
Construction Contingencies	Post Phase IV	2026+	$655,000.00	Impact Fees	Planning
Engineering	Post Phase IV	2026+	$1,376,000.00	Impact Fees	Planning
Collection System Construction	Indefinite		**$21,532,400.00**	Impact Fees	Planning
Sewer System Evaluation Survey	Indefinite		$500,000.00	Impact Fees	Planning
Mineral Springs Outfall Rehabilitation	Indefinite		$1,698,000.00	Impact Fees	Planning
Miscellaneous Pipeline Improvements	2005	2030	$9,000,000.00	Impact Fees	Ongoing
Pump Station Emergency Generators	Indefinite		$1,000,000.00	Impact Fees	Planning
Poplar Road Pump Station Expansion	Indefinite		$2,000,000.00	Impact Fees	Planning
Poplar Road Parallel Force Main	Indefinite		$1,944,000.00	Impact Fees	Planning
Turkey Creek Diversion Pump Station	Indefinite		$1,000,000.00	Impact Fees	Planning
Turkey Creek Diversion Force Main	Indefinite		$1,080,000.00	Impact Fees	Planning

Construction Contingencies	Indefinite		$911,000.00	Impact Fees	Planning
Engineering	Indefinite		$1,913,000.00	Impact Fees	Planning
Construction Easements	Indefinite		$486,000.00	Impact Fees	Planning
Prior Capital Expenditures	Indefinite			Impact Fees	Planning
Existing Wahoo WPCP Expansion Costs (Outstanding Principal in 2005)	2005	Indefinite	$2,962,200.00	Impact Fees	Ongoing
Recent Land Purchases for Land Application	2002	2002	$4,320,000.00	Impact Fees	Completed

Source: Newnan Utilities and Wiedeman and Singleton, Inc.
*The figures that are in bold font are not exact totals for the project they represent. They are estimates as used in the "Calculation of Impact Fee in 2005" table.

Recommended Wastewater Treatment Expansion Plan (2005)

Phase	Description	Total Treatment Capacity, Maximum Month	Construction Phase Completed
I	Expansion of Mineral Springs WPCP to 2.0 MGD with future Land Treatment of 1.25 MGD	3.75 MGD	2005
II	Diversion of all flow from Snake Creek Basin and some of the flow from the Wahoo Creek Basin to Mineral Springs WPCP and construction of 1.25 MGD Land Treatment Facilities	5.0 MGD	2006
III	Expansion of Mineral Springs WPCP and Land Treatment to 4 MGD; Stop Stream Discharge at Mineral Springs WPCP	7.0 MGD	2011
IV	Addition of 1 MGD capacity and conversion of the Wahoo Creek plant to Water Reclamation Facility for possible urban water reuse	8.0 MGD	2026+
V	Addition of 2 MGD capacity to Wahoo Creek WRF	10.0 MGD	2026+

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

E. Calculation of Impact Fee

The following is an excerpt from the *2005 Wastewater System Master Plan Update*, which describes how the amount charged for impact fees for wastewater and collection is determined.

"Capital Improvements for Newnan's wastewater system have been supported by the collection of impact fees from new sewer customers. After the Master Plan was updated in 1998, an impact fee of $12.12 per gallon was determined in 1999 from the projected future capital costs. The population and flow projections have changed and the plan has been revised to obtain a total capacity of 10 MGD by the year 2035. The suggested impact fee is recalculated in [the following table].

Calculation of Impact Fees in 2005

PRIOR CAPITAL EXPENDITURES	
EXISTING WAHOO WPCP EXPANSION COSTS (OUTSTANDING PRINCIPAL IN 2005)	$ 2,962,200.00
RECENT LAND PURCHASES FOR LAND APPLICATION	$ 4,320,000.00
SUBTOTAL PRIOR TO PHASE I	$ 7,282,200.00
PHASE I MINERAL SPRINGS WPCP EXPANSION (2001)	$ 3,407,000.00
COMPLETION (2004)	$ 2,214,000.00
DECHLORINATION (2005)	$ 55,000.00
BELT FILTER PRESS	$ 190,000.00
ENGINEERING	$ 1,212,000.00
ADMINISTRATIVE	$ 1,000,000.00
PHASE I MINERAL SPRINGS WPCP SUBTOTAL	$ 8,078,000.00
PHASE II ESTIMATE	$ 14,130,300.00
PHASE III ESTIMATE	$ 6,931,500.00
PHASE IV ESTIMATE	$ 18,449,800.00
PHASE V ESTIMATE	$ 15,131,900.00
COLLECTION SYSTEM ESTIMATE	$ 21,532,400.00
CAPITAL COSTS OF TREATMENT EXPANSIONS (PHASE I-V + PRIOR WAHOO CREEK)	$ 91,536,100.00
IMPACT FEES COLLECTED FROM 1999 THROUGH AUGUST 30, 2005	$ 13,623,185.00
BALANCE TO BE COLLECTED	$ 77,912,915.00
REMAINING CAPACITY @ WPCPS FOR SALE (MGD)	0.15
PROPOSED SYSTEM CAPACITY INCREASE (MGD)	6.25
TOTAL CAPACITY AVAILABLE FOR SALE (MGD)	6.40
RE-FACTORED IMPACT FEE ($/GALLON)	**$12.17**
RESIDENTIAL FEE BASED ON 300 GALLONS PER HOUSE	**$3,652**

Source: Newnan Utilities and Wiedeman and Singleton, Inc.

Expenditures included in the calculation include: the balance of the loan for the expansion of the Wahoo Creek WPCP in 1990; a 1,200 acre tract of land on Pete Davis Road that was purchased for the LAS; and Phase I Capital Costs that have already occurred in the upgrade to the Mineral Springs WPCP. When added to the estimated capital expenditures…, the total capital costs are over $91,000,000. Impact fees collected from November 1999 through August 2005 are under $14,000,000. When the difference between these numbers is divided by the capacity that will be available after the expansion, the cost per gallon is $12.17."

V. Supplemental Plans

There are a few plans that supplement the material found in the Community Agenda. The titles of the plans, their subject matter, and their location are provided in the table below.

Supplemental Plans

Title	Subject	Location
Joint Comprehensive Transportation Plan	Provides various transportation information for Newnan and the remainder of Coweta County; Offers solutions to existing problems and offers strategies to minimize future problems; Contains an implementation program for transportation	www.coweta.ga.us; Appendix of 2006 Comprehensive Plan and Newnan City Hall in Planning and Zoning Department
Comprehensive Solid Waste Management Plan	Provides solid waste management data for Newnan; Discusses existing and potential issues and offers solutions; Encourages community involvement and protection of natural features; Contains the STWP for solid waste management	www.ci.newnan.ga.us; Newnan City Hall in Planning and Zoning Department
Wastewater System Master Plan	Estimates future wastewater flow; Seeks compatibility with the North Georgia Water Planning District; Discusses current and future projects; Helps establish impact fees for wastewater	Newnan City Hall in Planning and Zoning Department; Newnan Utilities office
Storm Water Management Plan	Designed to reduce the discharge of pollutants to the "Maximum Extent Practicable" to protect water quality; Consists of 6 minimum control measures: Public Education and Outreach on Storm Water Impacts, Public Involvement and Participation, Illicit Discharge Detection and Elimination, Construction Site Storm Water Runoff Control, Post-Construction Storm Water Management, Pollution Prevention and Good Housekeeping for Municipal Operations	www.ci.newnan.ga.us; Newnan City Hall in Engineering Department
Master Parks Plan	Will provide statistical data on parks, as well as, identify current and future issues; Will provide solutions to these issues; Will include a Streetscape Gateway Master Plan; Will contain a parks implementation program	Not written; In the planning stages

Source: City of Newnan Department of Community Development

VI. Appendix

Quality Community Objectives

Regional Identity Objective: Regions should promote and preserve an "identity", defined in terms of traditional regional architecture, common economic linkages that bind the region together, or other shared characteristics.

Growth Preparedness Objective: Each community should identify and put in place the prerequisites for the type of growth it seeks to achieve. These may include housing and infrastructure (roads, water, sewer, and telecommunications) to support new growth, appropriate training of the workforce, ordinances to direct growth as desired, or leadership capable of responding to growth opportunities.

Appropriate Business Objective: The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.

Educational Opportunities Objective: Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.

Employment Options Objective: A range of job types should be provided in each community to meet the divers e needs of the local workforce.

Heritage Preservation Objective: The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.

Open Space Preservation Objective: New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors.

Environmental Protection Objective: Air quality and environmentally sensitive areas should be protected from negative impacts of development. Environmentally sensitive areas deserve special protection, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.

Regional Cooperation Objective: Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources.

Transportation Alternatives Objective: Alternatives to transportation by automobile, including mass transit, bicycle routes and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.

Regional Solutions Objective: Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.

Housing Opportunities Objective: Quality housing and a range of housing size, cost, and density should be provided in each community, to make it possible for all who work in the community to also live in the community.

Description of Zoning Districts

Suburban Residential Zones

RS-20, Suburban Residential Single Family Dwelling District-Low Density:

RS-20 is the most restrictive residential district. The principal uses of land in this district are for low density single-family dwellings and related recreational, religious and educational facilities normally required to provide the basic elements of a balanced, orderly, convenient, and attractive residential area. Low density residential areas shall be protected from higher density residential development and from the encroachment of incompatible uses. RS-20 districts are designed to provide internal stability, harmony, attractiveness, order and adequate light, air and open space for dwellings and related facilities and by consideration of arrangement of the different uses permitted in this district. Dwelling configurations include single-family detached homes, residences for domestic help (as a conditional use), and accessory apartment (as a special exception).

RS-15, Suburban Residential Single Family Dwelling District-Medium Density:

RS-15 is a district for low density single-family dwellings and related recreational, religious and educational facilities normally required to provide the basic elements of a balanced, orderly, convenient, and attractive residential area. Low density residential areas shall be protected from higher density residential development and from the encroachment of incompatible uses. Dwelling configurations include single-family detached homes, residences for domestic help (as a conditional use), and accessory apartments (as a special exception).

Urban Residential Zones

RU-7, Urban Residential Single Family Dwelling District-High Density

RU-7 provides for higher density residential development designed to allow more walkable neighborhoods. The principal uses of land in this district are single-family dwellings and related recreational, religious and educational facilities normally required to provide the basic elements of a balanced, orderly, convenient, and attractive residential area. High density residential areas shall be protected from low intensity non-residential development and from the encroachment of incompatible uses. Dwelling configurations include single-family detached homes (including zero lot line configuration), townhouses (in fee simple), residences for domestic help (as a conditional use), and accessory apartments (as a conditional use).

RU-I, Urban Residential Dwelling District-Historical and Infill

RU-I provides for higher density residential development in the historical residential areas of the City of Newnan. The principal uses of land in this district are single-family dwellings and related recreational, religious and educational facilities normally required to provide the basic elements of a balanced, orderly, convenient, and attractive residential area. High density residential areas shall be protected from

low intensity non-residential development and from the encroachment of incompatible uses.

RU-I districts are designed to maintain neighborhood stability by permitting development on a lot by lot basis. Each request to develop in this district shall be given individual consideration in regard to setbacks and other dimensional requirements to ensure that infill and replacement dwellings are compatible with the dimensions of the adjacent dwellings, the block, and the neighborhood. The Planning Department will review and approve site and elevation plans for such projects. Dwelling configurations include single-family detached homes, townhouses (in fee simple), residences for domestic help (as a conditional use), and accessory apartments (as a conditional use).

RU-2, Townhouse Residential Dwelling District

RU-2 is a residual district which no longer allows new designation through rezoning. The primary purpose of this section is to administer the completion of existing RU-2 zoned properties and projects. The intent of this district is to provide standards for townhouse dwellings which will encourage the provision of functional open space and recreation areas where feasible, be located primarily in areas near or adjacent to other residential districts and uses, be situated so as to provide a transition in density between single-family and two-family districts and higher density residential districts and uses, provide a neighborhood orientation and include such features such as sidewalks, alleys, rear and/or street parking, street trees, and shallow setbacks that facilitate said orientation, be located near such services as neighborhood retail uses and transportation facilities such as arterial and collector streets, and encourage home ownership and owner-occupancy. Dwelling configurations include single-family detached homes (including zero lot line configuration), two-family homes, duplex dwellings (condominium ownership only), townhouses (condominium and in fee simple only).

RML, Residential Multiple Family Dwelling-Lower Density District

RML is intended to provide for medium density multiple-family dwellings which may have a relatively intense concentration of dwelling units served by large open spaces consisting of common areas and recreation facilities, thereby resulting in medium gross densities. The principal use of land may be one or several dwelling types, ranging from manufactured homes to low-rise multiple-family dwellings, and including two-family dwellings, garden apartments, apartment buildings, condominiums and townhouses. Recreational, religious and educational uses normally located to service adjacent residential areas are also permitted to meet the basic needs of a balanced, orderly, convenient, economical and attractive residential area. RML, Residential Multiple Family Dwelling District, functions as a buffer or transition between major streets, or commercial or higher density residential areas. Dwelling configurations include single-family detached homes, including zero lot line configuration), two-family homes, duplex dwellings (including condominium ownership), triplex and quadruplex dwellings (including condominium ownership), garden apartments (including condominium ownership), townhouses (including apartment, condominium, and in fee simple), and manufactured homes.

RMH, Residential Multiple Family Dwelling-Higher Density District

RMH is intended to provide for higher density multiple-family dwellings which may have a relatively intense concentration of dwelling units served by large open spaces consisting of common areas and recreation facilities, thereby resulting in medium gross densities. The principal use of land may be one or several dwelling types, ranging from manufactured homes to low-rise multiple-family dwellings, and including two-family dwellings, garden apartments, apartment buildings, condominiums and townhouses. Recreational, religious and educational uses normally located to service adjacent residential areas are also permitted to meet the basic needs of a balanced, orderly, convenient, economical and attractive residential area. Dwelling configurations include single-family detached homes (including zero lot line configuration), two-family homes, duplex dwellings (including condominium ownership), triplex and quadruplex dwellings (including condominium ownership), garden apartments (including condominium ownership), townhouses (including apartment, condominium, and in fee simple), and manufactured homes.

Commercial Zones

OI-1, Office and Institutional-Low Density

This district is intended to encourage and permit low density general professional and business offices of high development quality and appearance, in attractive landscaped surroundings, and on small sites. The design of OI-1 development should be compatible with and complementary to adjacent residential development.

OI-2, Office and Institutional-Medium Density

The OI-2 district is intended to encourage and permit higher density general professional and business offices of elevated site quality and appearance in attractive landscaped surroundings. Also, higher educational institutions and public facilities are associated with this district.

CSN, Suburban Neighborhood Commercial District

CSN is primarily intended for the retail sale of convenience goods or personal services primarily for persons residing in adjacent residential areas. It also includes selected retail and service uses that are similar in land use intensity and physical impact to the neighborhood retail sales and service uses allowed in this district. Because the retail and personal service uses allowed may be an integral part of the neighborhood, closely associated with the residential, religious, recreational and educational uses in the neighborhood, more restrictive requirements for light, air, open space, landscaping, site and building design, and off-street parking are made than are provided in other commercial districts. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is pedestrian oriented and buildings with a storefront character are required.

CUN, Urban Neighborhood Commercial District

CUN is intended for unified grouping, in one or more buildings, of several (typically between two and ten) retail and service shops or stores that provide for the regular needs and are for the convenience of the people residing in adjacent urban residential neighborhoods. Gross commercial floor area in a neighborhood center typically ranges from 4,000 to 30,000 square feet, and land area consists of one to five acres in size. It is intended that the neighborhood commercial center is developed as one or several compatible units with on-street parking predominant. This district is located next to several residential neighborhoods, ideally at the intersection of two or more arterial or major streets. Development of a neighborhood commercial center requires approval of a development site plan by the City Council, after recommendation from the Planning Commission. The desired character includes areas which are predominantly built-up, with buildings close to and oriented towards the sidewalk especially at corners. Development is pedestrian oriented and buildings with a storefront character are required.

CCS, Commercial Shopping Center District

This district is created to permit the development of neighborhood, community, and regional shopping centers in scale with surrounding market areas at locations recommended in the future land use map. These shopping centers shall serve areas not already conveniently and adequately provided with commercial and service facilities of the kind proposed. It is intended to permit the establishment of such districts with carefully organized buildings, service areas, parking areas and landscaped open space, with design features which reduce traffic and with design, landscaping and buffers, which protect property values in surrounding neighborhoods. Community Shopping Center districts shall provide a broad range of facilities and services appropriate to the general need of the area served. Within the broad classification of Community Shopping Center, several separate types of shopping centers are identified. The type of center appropriate to any specific location shall be determined by the market served, the proximity and access provided to residential districts, and consistency with the Comprehensive Plan.

CBD, Central Business District

CBD is intended to accommodate the commercial, office, service, residential, and public activities and uses commonly found in a central business district. There shall be only one contiguous CBD.

CGN, General Commercial District

CGN is intended for the conduct of community-wide personal and business services, specialty shops, and general highway commercial development. The need for community-wide accessibility dictates that this district is located ideally at the intersection of two or more streets or along selected major streets designated for strip commercial development. Minimum lot width, depth, area, and yard requirements, buffer strips, and landscaping have been established to reduce the negative impact with typical commercial development.

CHV, Heavy Commercial District

CHV is designed for intensive commercial uses such as heavy automobile repair, contractors' storage, truck rental and sales, and those selected manufacturing uses that are compatible with such commercial development. The permitted manufacturing uses are either free of objectionable influences in their operations and appearance or can eliminate or control objectionable characteristics by landscaping, screening, and other abatement devices.

Industrial Zones

ILT, Light Industrial District

ILT is intended primarily for the conduct of light manufacturing, assembling, and fabrication, and for warehousing, wholesaling, and service operations that do not depend primarily on frequent personal visits of customers or clients, but that may require good accessibility to major rail or highways. This district is designed to upgrade industrial development standards, prevent industrial blight, and protect light industrial development from incompatible residential, commercial or heavy industrial uses. This district should function as a buffer or transition between heavy industrial development and commercial development.

IHV, Heavy Industrial District

IHV is intended to provide for heavy industrial uses and other uses not otherwise provided for in the other districts. The intensity of uses permitted in this district makes it necessary to separate it from all residential districts and most commercial districts wherever possible.

Other Districts

MXD-1, Mixed Use Overlay District

The overall purpose of the MXD, Mixed Use Overlay District, is to allow and encourage flexibility and creativity in the design and development of comprehensively planned, mixed-use centers that would not be possible under conventional zoning districts. It is intended that this zone provide a more adaptable approach to the comprehensive design and development of mixed use centers than the procedures and regulations applicable under the various conventional zoning categories and other planned development zones. In so doing, it is intended that this zoning category be utilized to implement existing public plans and pertinent City policies in a manner and to a degree more closely compatible with said City plans and policies than may be possible under other zoning categories. The specific purposes of this zone are:

1. To encourage residential uses in conjunction with commercial and other compatible activities in order to create an active street life, enhance the vitality of businesses, and reduce vehicular traffic.
2. Residential, commercial, and other non-residential uses shall be provided in such a manner as to be co-dependant, functionally integrated, and complementary of each other rather than random, non-integrated, and non-associative elements.

3. To encourage orderly, staged development of large-scale, comprehensively planned mixed-use developments by providing procedures for the submission of a concept plan for an entire site and subsequent development plans for each stage of development, as identified on the concept plan.
4. To provide, where appropriate, higher density residential uses integrated into the overall mixed-use development.
5. To assure compatibility of the proposed land uses with surrounding uses by incorporating higher standards of project and site planning than could be accomplished under conventional zoning categories.
6. To strengthen the City's economic base and to provide proximate linkages between employment opportunities and housing.
7. To encourage and provide for open space not only for use as setbacks and yards surrounding structures and related walkways, but also conveniently located with respect to points of residential and commercial and/or industrial concentration so as to function for the general benefit of the community and public at large as places for relaxation, recreation, and social activity. It is also intended that open space and amenities be located so as to achieve the physical and aesthetic integration of the uses and activities within each development. In addition, structured parking within mixed-use planned developments is encouraged to help achieve the open space and amenities objectives of the zone. Where surface parking is necessary, the purposes of this zone may be achieved by the provision of additional landscaping.
8. To encourage and provide for the development of comprehensive non-vehicular circulation networks, separated from vehicular roadways, which constitute a system of linkages among residential areas, open spaces, recreational areas, commercial and industrial areas and public facilities.
9. To promote development that is compatible and complementary in design to the traditional style of building in the City of Newnan and that establishes a pedestrian oriented development.
10. To encourage and provide for efficient use of energy resources.
11. To promote the adaptive reuse of older structures for the purpose of stabilizing and improving property values, to encourage neighborhood conservation, to foster civic pride in the beauty and accomplishments of the past; to protect and enhance the City's attractions to tourists and visitors, to strengthen and help diversify the economy of the City, and to promote the use of historical-cultural landmarks for education, pleasure and welfare of the community.

CS, Conservation Subdivision District (overlay)

The purpose of all open space districts is to provide an optional method of development that encourages the provision of community open space for active or passive recreation, the preservation of trees and other significant flora, the preservation of significant views and vistas, the protection of sensitive environmental resources, and the enhancement of the character and texture of the urban or suburban setting of the area.

The CS overlay can be applied to subdivisions located, by right, in RS-20, RS-15, or RU-7 zoning districts. CS allows higher density, but a portion of the conservation subdivision is set aside for permanent protection. Activities within the open space are restricted in perpetuity through the use of an approved legal instrument.

OCR, Open Space, Conservation, and Recreation District

The Open Space, Conservation, and Recreation district is intended to preserve public and private open space and natural areas as identified on the future land use map of the Comprehensive Plan and/or on the Official Zoning Map of the City of Newnan. These areas serve a number of functions including, providing opportunities for outdoor recreation, providing contrasts to the built environment, preserving scenic qualities, protecting sensitive or fragile environmental areas, preserving the capacity and water quality of the stormwater drainage system, and ensuring that critical water supply reservoirs and watersheds are protected.

PD, Planned Development Districts

PD districts are residual districts which no longer allow new designation through rezoning. The primary purpose of this district is to administer the completion of already approved PD projects. It is the specific purpose and intent of Planned Development districts:

1. To provide for the planned, orderly, and efficient improvement of large, unique or strategically situated landholdings while protecting the natural open space, ecological, topographical, geological, and/or historic features which may exist, from damage which might occur from development permitted by conventional zoning and subdivision regulations. Such features may include but not necessarily be limited to steep slopes, soils, streams and other water bodies, woodlands and pasturelands, wetlands, watershed lands, flood plains, historic structures or sites, cultural features, and scenic views.
2. To encourage protected open space to be accumulated into larger contiguous open space tracts.
3. To allow for a more efficient and imaginative development of a specific property.
4. To permit property to be used in a manner not sanctioned by the existing district regulations in harmony with and without detriment to neighboring properties.
5. To provide a review process by the Planning Commission which will allow them an opportunity to evaluate whether the proposed development will be in harmony with the character of the neighborhood in which the development is located.
6. To encourage the best possible site plans and building arrangements under a unified plan of development rather than under lot-by-lot regulation. This may permit buildings to be clustered or arranged in an unconventional manner to maximize open space, create a pedestrian scale, and other public benefits.
7. To encourage better land utilization, economy in the provision of roads and utilities, and flexibility in design.

8. To encourage ingenuity and resourcefulness in project and site planning and to assure the provision of park and recreation land and facilities for the use of the occupants of the development in order to obtain a more desirable environment.
9. To provide for a mixture of housing types such as detached single-family homes, two-family homes, townhouses, apartments, zero lot line homes, etc. in order to be responsive to changing market demands and conditions and to the introduction of innovative designs while assuring adequate privacy, light and air, interior space, freedom from noise and traffic, and access to open space and recreation.
10. Encourage the mixing of uses as appropriate including housing, neighborhood commercial, office, cultural, institutional, and other compatible uses.
11. For mixed-use developments with a residential component, to provide for a variety of housing types such as detached single-family houses, two-family homes, townhouses, apartments, zero lot line development, etc.
12. Discourage clearly incompatible land uses and prevent conflicts where such uses cannot be physically separated by the use of buffer strips and open space, gradations in the intensity of use, control of traffic patterns (through the arrangement of streets), the arrangement of uses in relation to topography, and other means.
13. To facilitate more affordable and efficient housing by providing possibilities for cost savings in infrastructure, installation costs, and energy costs through clustering of dwellings and other structures and other means.
14. To provide a linkage to any public or private transit system within and adjacent to the development by effective organization of uses and the orientation of pedestrian and vehicular facilities.
15. To encourage pedestrian circulation within and adjacent to the PD development.
16. Provide long range stability in the planning of public facilities and services for the area through the use of a master plan specifying the arrangement and scheduling of the various land use components and project phases.

PDR, Planned Residential Development District

PDR allows residential development in a manner open to and advocating innovation in design and layout. The principal uses of land in this district are residential with related recreational, cultural, community, and educational facilities normally required to provide the basic elements of a balanced, orderly, convenient, and attractive residential area. Internal stability, harmony, attractiveness, order, arrangement, adequate light, air and open space for dwellings and related facilities are considered for the different uses permitted in this district.

PDC, Planned Commercial Development District

PDC provides for primarily commercial development in a manner encouraging innovation in design and layout. The principal uses of land in this district are commercial with related facilities normally required to provide the

basic elements of a balanced, orderly, convenient, functional, and attractive commercial area.

PDO, Planned Office and Institutional District

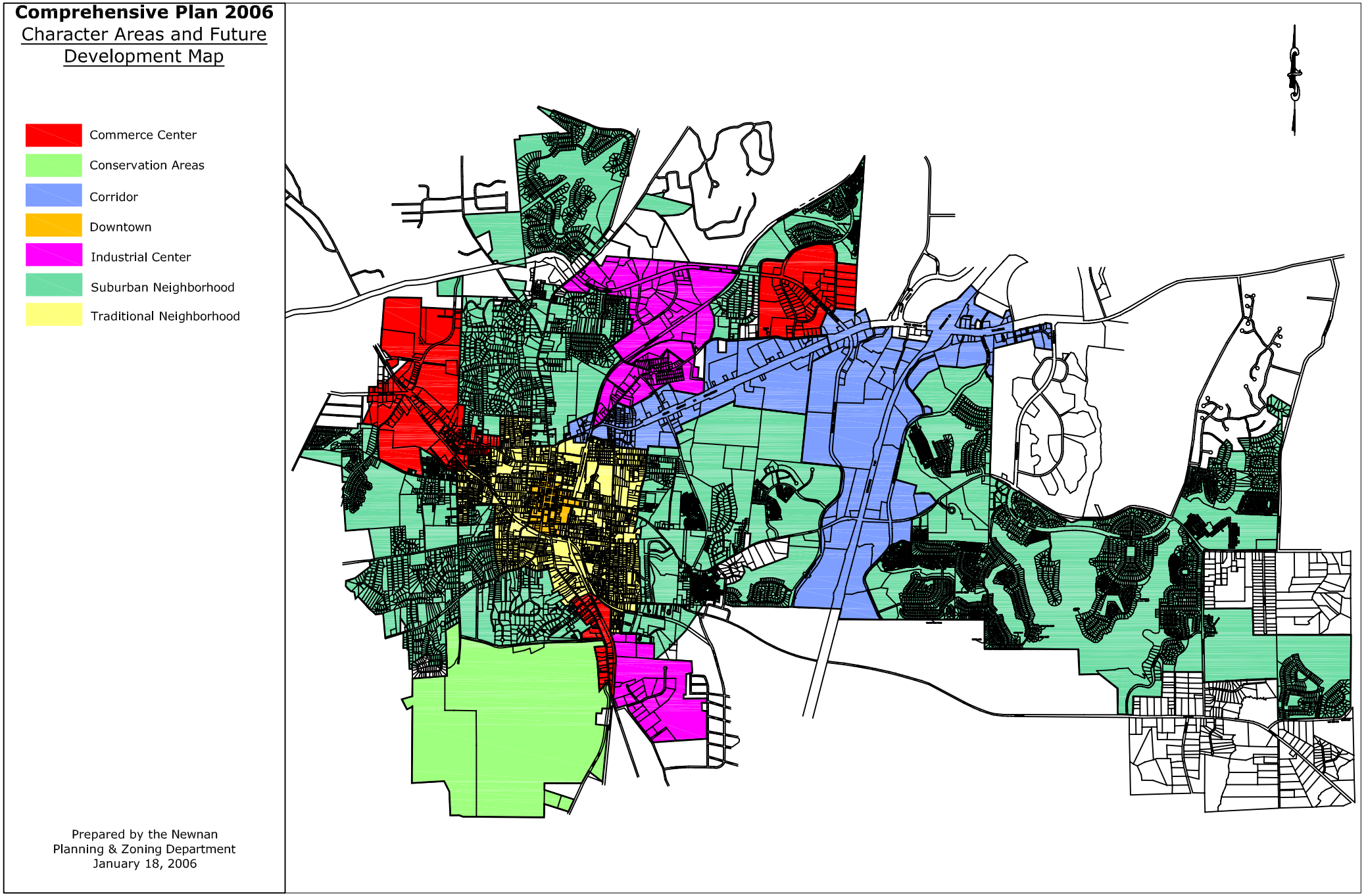
PDO provides for primarily office development in a manner encouraging innovation in design and layout. The principal uses of land in this district are office with related facilities normally required to provide the basic elements of a balanced, orderly, convenient, functional, and attractive commercial area.

PDI, Planned Industrial District

PDI provides for primarily industrial development in a manner encouraging innovation in design and layout. The principal uses of land in this district are commercial with related facilities normally required to provide the basic elements of a balanced, orderly, convenient, functional, and attractive commercial area.

Comprehensive Plan 2006

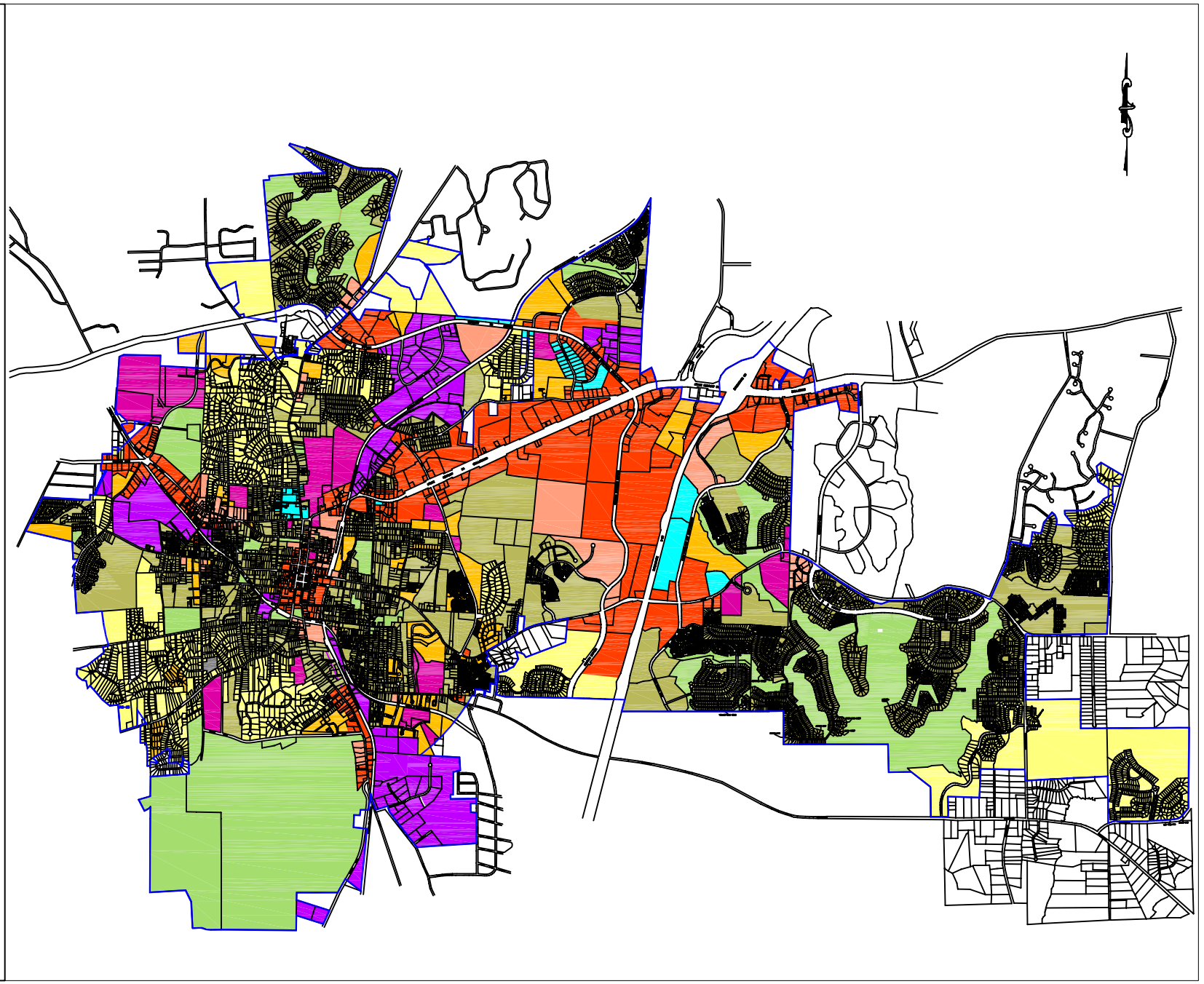
Character Areas and Future Development Map



Prepared by the Newnan
Planning & Zoning Department
January 18, 2006

Comprehensive Plan 2006
Future Land Use

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- COMMERCIAL, MIXED USE
- OFFICE & PROFESSIONAL
- INDUSTRIAL
- PUBLIC/INSTITUTIONAL
- PARK/REC/CONSERVATION
- TRANS/COMM/UTILITIES
- AGRICULTURE



Prepared by the Newnan
Planning & Zoning Department
January 18, 2006

Coweta County
Joint Comprehensive Transportation Plan
and
Implementation Program

Final Report

Prepared for:
Coweta County Department of Planning and Zoning

Prepared by:
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Dovetail Consulting
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ARCADIS

Submitted on:
May 23, 2006

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Inventory of Existing Conditions
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Alternatives Analysis and Policy Development Memorandum
Intersection Analysis

Executive Summary

During 2005-2006, Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg, and Turin conducted a Joint Comprehensive Transportation Plan (CTP). The Joint CTP identifies long range, coordinated transportation programs, policies, and strategies to improve accessibility, mobility, and connectivity for the county and the seven municipalities, responding to multimodal transportation needs for an area which is facing increasing growth and development.

The population of Coweta County has experienced significant recent population growth. According to the U.S. Census, the county has grown 23 percent from 89,215 in 2000 to 109,903 in 2005. The CTP addresses existing and future land use and transportation issues and needs, resulting from growth, through a coordinated transportation planning approach.

The Coweta Joint CTP followed a planning process that integrated both technical analysis and qualitative input obtained through stakeholder and public involvement into a series of tasks designed to provide a comprehensive assessment of existing and future needs as well as identify long range strategies and projects to address needs. The CTP was the first regional application of a simultaneous and coordinated effort for the development of a long range transportation plan in conjunction with a comprehensive land use plan. The CTP was developed with staff participation from the Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and other stakeholders, with the purpose of evaluating transportation, land use, and air quality issues in Coweta County. The CTP was also the first plan initiated under the ARC *County Comprehensive Transportation Plan Program*.

At the outset of the project, a *Public Involvement Plan (PIP)* was developed to guide the project and ensure open, timely, and meaningful public participation in the transportation decision-making process. Key elements of the public involvement effort included:

- Establishment of a Stakeholder Committee to provide information and direction to the study. The committee consisted of 41 representatives of agencies and municipal and county governments in Coweta County.
- Twenty-seven stakeholder interviews were conducted between May and June 2005 with elected officials, county employees, representatives from state and local agencies, and organizations serving environmental justice populations.
- Eleven community visioning workshops were held in conjunction with the *Comprehensive Plan*, with a total of 535 persons attending.
- A community open house meeting held in conjunction with the *Comprehensive Plan* on Thursday October 6, 2005, with over 200 persons attending.
- A public meeting held in conjunction with the *Southern Regional Accessibility Study* on April 11, 2006, with over 60 persons attending.
- Production and dissemination of project newsletters.
- CTP webpage accessible via Coweta County's official website.
- Outreach meetings with the Newnan-Coweta Chamber of Commerce and other local organizations.
- Participation in interviews with the media including spots on *InfoCoweta* and *Spotlight on Newnan*.

Based on existing data and information, an *Inventory of Existing Conditions Report* was developed to document the existing transportation system conditions in Coweta County and the seven municipalities. An *Evaluation Framework and Needs Analysis Report* was prepared to provide an overview of the process, analysis tools, and public outreach techniques used to identify Coweta County's long range multimodal transportation needs. This was followed by the *Alternatives Analysis and Policy Development* technical memorandum to present potential long-range transportation solutions and policies for Coweta County. The memorandum identified the methodology for selecting and screening potential transportation improvements and policies in preparation for final plan development.

Transportation needs must be considered within the larger context of what is occurring within a community in regards to population, employment, land use, and development characteristics. Essentially, where people live and where they work, shop, go to school, engage in recreational and entertainment endeavors impacts travel patterns, travel demand, and transportation facility needs. This transportation planning effort has benefited from the county's parallel effort to update its comprehensive land use and development plan. Through the comprehensive plan development process, the county evaluated the existing conditions and future trends for land use, population, employment, housing, natural and cultural resources, and community facilities.

This evaluation showed that population and employment characteristics in Coweta County are changing quickly. Between 1960 and 2000, the decennial population increase has been exponential, growing from 28,893 in 1960 to 89,215 in 2000, an increase of 209 percent. Population growth trends are expected to continue, with population expected to exceed 205,000 by 2030, an increase of 130 percent, according to the ARC's forecasts. ARC employment forecasts indicate a growth of 162 percent to 70,400 jobs by 2030. Although employment is anticipated to grow at a faster rate than population, an important finding is that the county will still lack enough jobs to accommodate the increase in population. The jobs to population imbalance indicates that for every two workers in the county, it is likely that one of them has to commute outside of the county to work.

Of the 18-county Atlanta metropolitan planning organization area, Coweta County is the third largest in land area and is eleventh in population. While it ranks among the nation's 100 fastest growing counties, Coweta is seventh of eight area counties included in this category. Land use distribution and development patterns have a major impact on potential transportation needs. Coweta County, though it has experienced considerable population growth in recent history, has a smaller population and a lower population concentration than what is found in the more urban Atlanta region. Coweta County is one of the least dense counties as 2000 Census data revealed the population density was 201.6 persons per square mile of land area versus the Atlanta 18-county planning area with 742.1 persons per square mile. The greatest population concentrations are found within the incorporated cities, with Newnan having the greatest population density (906.4 persons per square mile).

Overall, recent growth and development has been occurring in the northeast quadrant of the county. Planned Developments of Regional Impact (DRI) in the county show that much of the anticipated development for the near future is also concentrated along the I-85 corridor between Newnan and the Fulton County line, with some development extending eastward towards Fayette County along SR 16, between Newnan, Sharpsburg, Turin and Senoia. Through the *Comprehensive Plan* process, various future land use and development scenarios were considered. In January 2006, the Coweta County Board of Commissioners adopted a future development map for the county, which identifies desired future county development patterns. In regards to transportation needs, the adopted future development plan continues to

concentrate growth and development into the northeastern portion of the county, as well in the existing town centers, leaving the western and southern portions of the county relatively undeveloped.

Understanding how people travel, when they travel, and where they travel within an area aids in identifying existing and future transportation needs. Travel characteristics data from the U.S. Census revealed the trend of Coweta County becoming an ever increasing bedroom community, where residential growth is resulting in increased demand for travel on inter-regional roadways, particularly I-85, for daily commuting. This type of travel is largely dependent on personal vehicle ownership. The level of automobile ownership in the county relatively is high, and there are more vehicles in Coweta County than persons to drive them (approximately 1.2 cars per licensed driver).

These socioeconomic, development, and travel trends indicate an increased demand on existing transportation infrastructure. The types of development that is occurring, largely residential, will require infrastructure to support work, shopping, and other intra-county and inter-county trip making. Refined versions of the 2005 and 2030 ARC travel demand models were used to simulate existing conditions in 2005 as well as future years 2010, 2020 and 2030 under a variety of land use and highway network scenarios. This analysis was used to form an understanding of current and future network operating conditions and travel patterns. The analysis showed that while there are currently locations within Coweta County where traffic loading stresses capacity, the overall network operates within acceptable parameters. Locations where notable traffic volumes exist are located within the City of Newnan and indicate that facilities within and contiguous to the city will serve higher traffic volumes and experience greater travel demand in future years.

In 2030, the most significant highway loading demands occur along the length of I-85, with the most significant demands occurring north of SR 34 (Bullsboro Drive). While this six-lane facility segment is not projected to exceed the assigned capacity by 2030, portions of it will carry volumes approaching capacity. I-85 is not the only facility in Coweta County that is projected to experience capacity constraints by the year 2030. Of note are: SR 34 east of I-85, US 29 north of Newnan, SR 154 south of I-85, and Fischer Road north of SR 34.

Overall, the 2030 model analysis shows that the Coweta County roadway network is not projected to have significant operating deficiencies. However, there are notable loading patterns where traffic demand is considerably higher than other portions of the Coweta roadway network. Additionally, there are small segments of the network that are projected to exceed the available capacity.

The model analysis indicates that travel demands in 2030 will increase overall by more than twice the volume experienced in 2005. These additional trips place increased pressure on the roadway network to accommodate demand. As a result, the existing network and planned transportation projects are not sufficient to accommodate future demand.

Travel times on several major roadways including sections of I-85 and US 29 are expected to increase significantly. Inter-regional trips not only have significant impacts on the major north-south highway facilities, but also have significant impacts for east-west travel. As a result of increased travel demands over time, additional roadway projects are recommended to accommodate demand. A full listing of the recommended projects is included in Section 5 of this report.

The Coweta County Joint CTP recommendations include specific projects and broad strategies or policies for future implementation through the plan's horizon year of 2030. The projects include existing projects in the ARC *Mobility 2030* plan, Coweta County's *2007-2012 Special Purpose Local Option Sales Tax (SPLOST)* program, and newly identified projects generated through the CTP needs assessment and project identification process.

The types of projects fall into three major categories: mobility, multimodal, and maintenance. Mobility projects consist of roadway capacity projects, operations project, intersection, and interchange projects. Multimodal projects consist of projects to address non-roadway needs such as bicycle facilities, pedestrian facilities, parking and public transportation. Maintenance projects are bridge rehabilitation or replacement projects.

A number of factors went into the development of recommendations for the CTP which include:

- CTP vision and goals
- Data analysis and technical considerations
- *Coweta County Comprehensive Plan, Future Development Map*
- Input and guidance from the county, municipalities, and planning partners
- Public and community input
- Balance of needs and resources

An implementation program is included in the CTP to identify resources and actions necessary to implement recommended projects. The implementation program includes project costs, funding sources, agency responsibilities, and recommended time periods. It should be noted that there are a number of unknown factors that can affect the overall future plan funding such as availability of local, state, federal, and private funds, cost increases associated with transportation improvements and economic and growth trends.

The Coweta Joint CTP process has occurred over a period of 17 months. The CTP provides a guide for future transportation improvements and includes a program of projects to 2030. An important ongoing task is to ensure the plan and program continues to meet the needs of the county and its municipalities. This is especially critical considering the pace at which the county is growing.

1.0 Introduction and Purpose

In October 2004, Coweta County issued a Request for Proposals to develop a Joint Comprehensive Transportation Plan (CTP) for Coweta County and the City of Grantville, City of Haralson, Town of Moreland, City of Newnan, City of Senoia, Town of Sharpsburg, and Town of Turin. The impetus for conducting the CTP was to identify long range, coordinated transportation programs, policies, and strategies to improve accessibility, mobility, and connectivity for the county and the seven municipalities, responding to multimodal transportation needs for an area which is facing increasing growth and development. The population of Coweta County has experienced significant recent population growth. According to the U.S. Census, the county has grown 23 percent from 89,215 in 2000 to 109,903 in 2005. The plan addresses existing and future land use and transportation issues and needs generated by growth through a coordinated transportation planning approach. The Coweta County transportation planning process has focused on seven critical areas:

- Supporting the economic vitality of Coweta County, especially by enabling global competitiveness, productivity and efficiency;
- Increasing transportation system safety for motorized and non-motorized users;
- Increasing the accessibility and mobility options available to people and for freight;
- Protecting and enhancing the environment, promoting energy conservation, and improving quality of life;
- Enhancing the integration and connectivity of the transportation system for people and freight across and between modes;
- Promoting efficient system management and operation; and
- Emphasizing the preservation of the existing transportation system.

The CTP process included public and agency involvement and coordination with planning and regulatory processes in Coweta County. The CTP was the first regional application of a simultaneous and coordinated effort for the development of a long range transportation plan in conjunction with a comprehensive land use plan. The CTP was developed with staff participation from the Atlanta Regional Commission (ARC), Georgia Department of Transportation (GDOT), and other stakeholders with the purpose of evaluating transportation, land use, and air quality issues in Coweta County. The CTP was also the first plan initiated under the ARC *County Comprehensive Transportation Plan Program*. The ARC CTP program goals include:

- Supporting development of local transportation plans that identify local and regional needs and solutions;
- Encouraging consistency between local and regional plans; and
- Encouraging coordination and cooperation between cities and counties in identifying needs and solutions.

A consulting team led by URS Corporation was retained to aid in development of the long range plan. The *Coweta County Joint Comprehensive Transportation Plan and Implementation Program* serves as final documentation for the study. This report presents a summary of activities required to complete the plan, highlights major findings, and contains a phased implementation program of projects and policies for the plan's horizon, 2030.

1.1 Study Area

Coweta County is located in the southwest portion of the Atlanta region and is bordered by Fulton, Fayette, Spalding, Meriwether, Troup, Heard, and Carroll counties. Coweta County encompasses 443 square miles. Recent population growth has placed Coweta County in the ranks as one of the nation's 100 fastest growing counties. According to ARC's most recent forecasts, the county's population is anticipated to increase from 2000 by 130 percent to 205,000 by 2030, with employment increasing by 156 percent to 70,400 (from 27,500 in 2000). The county has seven incorporated municipalities including Grantville, Haralson, Moreland, Newnan (the county seat), Senoia, Sharpsburg, and Turin. The CTP study area includes the entirety of Coweta County and an approximate five-mile buffer externally surrounding the county. The study area map is shown in Figure 1.1.

1.2 Schedule

The CTP was initiated in early 2005 by the Board of Commissioners of Coweta County, Georgia. The CTP was developed concurrently with the county's long range development plan, the *Coweta County 2006-2026 Comprehensive Plan.* Although the CTP is inclusive of the cities, the *Comprehensive Plan* update did not include the seven county municipalities. Each of the municipalities is updating their comprehensive plans in accordance with the Georgia Department of Community Affairs (DCA) schedule, which requires recertification by October 31, 2006 to remain a "Qualified Local Government."[1]

The transportation planning process has benefited from the complementary planning process and discussions about existing and long term transportation and development needs. The CTP also serves as the transportation element of the *Comprehensive Plan* for the county and the municipalities. The CTP development process occurred between January 2005 and May 2006. Major tasks included:

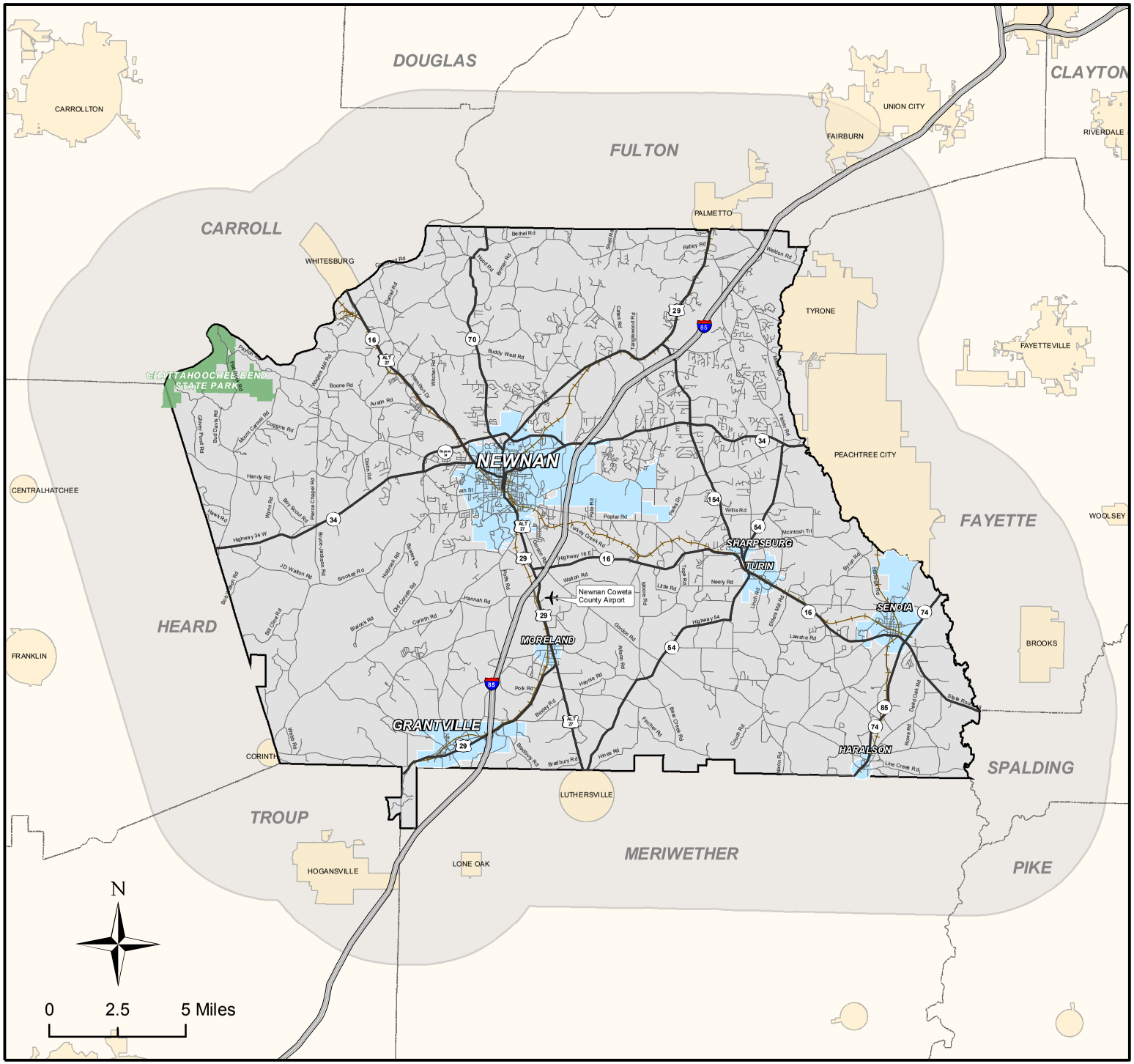
- Inventory of existing conditions
- Assessment of current and future needs
- Recommendations development
- Public and stakeholder involvement

1.3 Study Participants

Many organizations and persons participated in the long range transportation planning process. Representatives from local, regional, and state jurisdictions and agencies as well as interest groups and citizens were involved. Locally, the plan was funded by Coweta County and its seven municipalities: Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg and Turin. Coweta County staff managed the study on behalf of the Board of Commissioners of Coweta County. A consulting team led by URS Corporation was retained to conduct the study. The Atlanta Regional Commission (ARC), Chattahoochee-Flint Regional Development Center (RDC), Georgia Regional Transportation Authority (GRTA), and Georgia Department of Transportation (GDOT) were members of the Stakeholder Committee to ensure regional coordination.

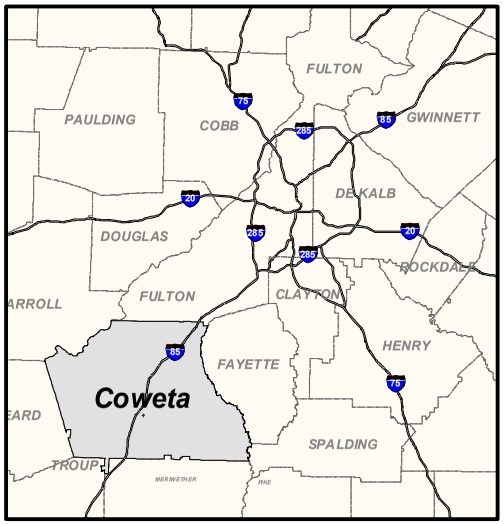
[1] Rules of Georgia Department of Community Affairs, Chapter 110-12-1, *Standards and Procedures for Local Comprehensive Planning, Local Planning Requirements* (Effective Date: May 1, 2005).

Figure 1.1 - Study Area - Coweta County



LEGEND

- STUDY AREA
- INTERSTATES
- ROADWAYS
- RAILROADS
- COWETA CITIES
- SURROUNDING CITIES
- SURROUNDING COUNTIES
- COWETA COUNTY
- CHATTAHOOCHEE BEND PARK
- AIRPORT



1.4 Study Documentation

The Coweta County Joint CTP serves as the final documentation for the comprehensive transportation planning process. While the CTP presents an overview and findings, the focus of the CTP is to provide long range transportation recommendations and an implementation program. All of the planning process and evaluation results documentation is included in the CTP by reference. In development of the CTP, six reports have been produced during the study's tasks that present both technical and qualitative information, research, and findings. This section provides an overview of each document. All documents are available in electronic format from the Coweta County Planning Department.

1.4.1 Public Involvement Plan (July 2005)

The *Public Involvement Plan (PIP)* was developed at the beginning of the study. The purpose for developing the PIP was to insure public outreach and information consistency throughout all levels of the transportation planning process. The PIP provided the guidance to enable the general public, government agencies, businesses and other stakeholders to receive background and technical information in order to provide meaningful input to the county during the planning process. The PIP identified the following:

- Purpose and objectives for initiating public dialogue on transportation planning issues;
- Affected public and other stakeholder group;
- Techniques for engaging the public in the transportation planning process;
- Means to target potentially affected groups, education and assistance techniques to result in accurate and full public understanding of transportation and related issues; and
- Ways to show how public input was incorporated into the process.

1.4.2 Stakeholder Interview Summary Report (August 2005)

Stakeholder interviews were one of the methods outlined in the PIP designed to educate and inform the community about the project and solicit meaningful study input. The stakeholder interviews were particularly important because they informed the project team about transportation issues and concerns early in the project process. The purpose of the *Stakeholder Interview Summary Report* was to document the stakeholder interview process as well as identify common themes and issues that were discussed by interviewees. Twenty-seven interviews were conducted with appointed and elected officials, agency representatives, and community leaders from May through June 2005. The interviews were conducted in person or via the telephone.

1.4.3 Inventory of Existing Conditions (September 2005)

Based on existing data and information, an *Inventory of Existing Conditions* report was developed. The purpose of the report was to inventory and document the existing transportation system conditions in Coweta County and the seven municipalities. The report was multimodal and presented information on roadway characteristics, traffic operations, system utilization, system preservation, bicycle and pedestrian facilities, parking facilities, public transportation services, freight movement, railroads, airports, and planned improvements. The inventory also provided background information associated with travel behavior, socioeconomic characteristics, and land use.

1.4.4 Evaluation Framework and Needs Analysis Memorandum (February 2006)

The *Evaluation Framework and Needs Analysis Memorandum* provided an overview of the process, analysis tools, and public outreach techniques used to identify Coweta County's long range multimodal transportation needs. The county's vision for the transportation system was presented. The goals, objectives, and evaluation measures used to guide the needs assessment were discussed. The process and considerations for evaluating the transportation element were presented, and multimodal transportation needs were summarized by mode and jurisdiction.

1.4.5 Alternatives Analysis and Policy Development Memorandum (March 2006)

The purpose of the *Alternatives Analysis and Policy Development* technical memorandum was to present potential long-range transportation solutions and policies for Coweta County. The memorandum identified the methodology for selecting and screening potential transportation improvements and policies in preparation for final plan development. A comprehensive listing of multimodal transportation projects to be considered for inclusion in the final CTP and implementation program was presented.

1.4.6 Intersection Analysis Report (March 2006)

One of the study's tasks was to collect data at 20 intersections within Coweta County and its jurisdictions. The *Intersection Analysis Report* provided the capacity characteristics of the selected intersections. Each intersection was evaluated to measure the level of service (LOS) for traffic operations. The report included a summary of the evaluation as well as the traffic count data collected.

1.4.7 Traffic Count Database

A traffic count inventory database was developed in Microsoft Access for Coweta County and its jurisdictions. The database will provide a tool for maintaining an up-to-date inventory of traffic counts as they are collected. Existing traffic counts from GDOT and the intersection counts collected during the study were input into the database.

1.5 Report Organization

The Coweta Joint CTP is organized as follows. Section 2.0 presents an overview of activities conducted to complete the plan. Section 3.0 discusses major needs and issues identified through the needs assessment phase. Section 4.0 summarizes how projects were identified, screened and selected. Section 5.0 presents the policy and project recommendations. Section 6.0 contains the phased implementation program, which includes a schedule of projects and financial plan. Finally, Section 7.0 discusses ongoing transportation planning activities, program monitoring, and intergovernmental coordination required to implement and revise the plan. A glossary with commonly used transportation planning terminology is included at the end of this document. The supplementary plan documentation with all appendices has been developed and saved as electronic files. This documentation is available upon request from the Coweta County Planning Department.

2.0 Plan Development

The Coweta Joint CTP followed a planning process that integrated both technical analysis and qualitative input into a series of tasks designed to provide a comprehensive assessment of existing and future needs as well as identify long range strategies and projects to address needs. This section provides an overview of major plan activities, including data collection and system inventory; community involvement and outreach; travel demand model development; and vision, goals, and objectives identification. The transportation planning process utilized during the study is illustrated in Figure 2.1.

2.1 Data Collection and Inventory of Existing Conditions

Current, reliable, and accurate information and data provide the cornerstone for developing any plan. For the Coweta CTP, data was obtained from a variety of sources including Coweta County and its municipalities (Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg, and Turin), ARC, GDOT, GRTA, the Chattahoochee-Flint Regional Development Center (RDC), U.S. Census Bureau, Federal Railroad Administration (FRA), Federal Highway Administration (FHWA), U.S. Fish and Wildlife Service, Georgia Department of Natural Resources, and others. Existing plans and studies were reviewed in addition to descriptive data. As much as possible, the inventory of data was incorporated into a Geographic Information System (GIS) database to support spatial analysis and feature mapping. Local information and insight was obtained through public and stakeholder involvement.

Transportation data collected included roadway characteristics, traffic control infrastructure, traffic volumes, bridge inventory, parking facilities, public transportation services, bicycle facilities, pedestrian facilities, rail and roadway freight data, and airport information. Socioeconomic and demographic data, existing and future land use and development data, planned developments of regional impact (DRIs) and other information framed the planning context. Existing plans and studies collected and reviewed during the plan development are summarized in Table 2.1.

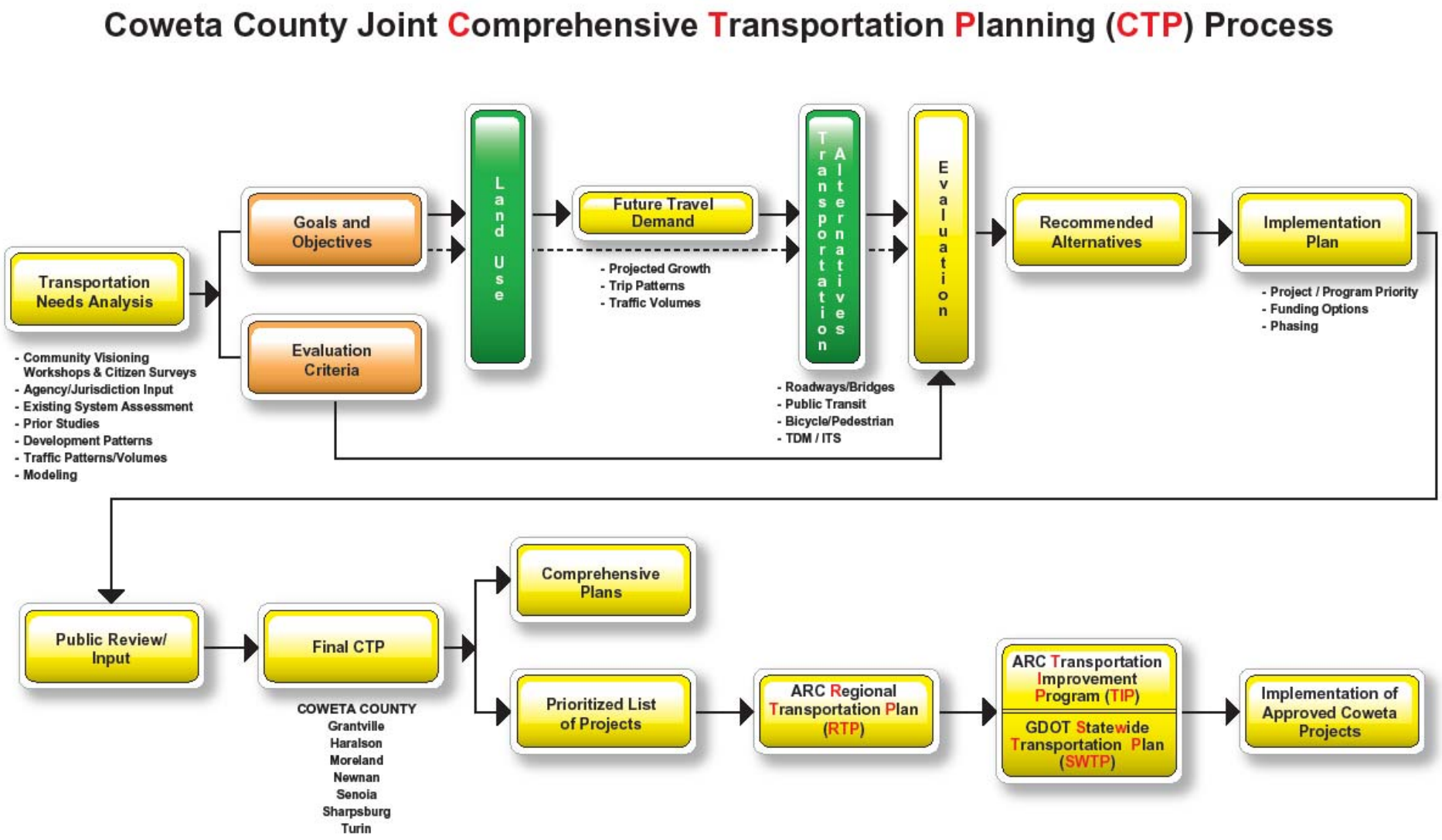
Table 2.1 - CTP Resources

Category	Title / Description	Source
Comprehensive / Development Plans	- Coweta County Comprehensive Plan: 2026 - Coweta County Comprehensive Land Use Plan Amendment	- Coweta County
	- City of Newnan Comprehensive Plan: 2003-2023 - The City of Newnan 2003-2007 Short Term Work Program (Draft)	- City of Newnan
	- Town of Sharpsburg Comprehensive Plan 2004-2024	- Town of Sharpsburg
	- Regional Development Plan Land Use Policies	- ARC
Transportation Plans	- Coweta County Bicycle Plan (2000) - Coweta County 2007-2012 SPLOST Transportation Program (July 2005)	- Coweta County
	- Regional Bicycle and Pedestrian Plan (May 2005)	- Chattahoochee-Flint RDC

Table 2.1 - CTP Resources

Category	Title / Description	Source
Transportation Plans	- Newnan Comprehensive Plan Transportation Element Update (1997)	- City of Newnan
	- Newnan-Coweta County Airport 5-Year Capital Improvements Plan	- Newnan-Coweta County Airport
	- Mobility 2030 - 2005-2010 Transportation Improvement Program - 2006-2011 Transportation Improvement Program - 2005 Unified Planning Work Program for the Atlanta Region	- ARC
	- Georgia Bicycle and Pedestrian Plan - State Aviation System Plan Report - Suburban Counties Transportation Plan for Coweta County	- GDOT
	- Final Report & Recommendations of the Governor's Congestion Mitigation Task Force	- Office of the Governor
Transportation Studies	- Interchange Justification Report of I-85 at CR 103/Poplar Road, August 2005 - Parkside Village DRI - The Forum at Newnan Crossing DRI - Stonebridge DRI - Coweta Industrial Park, Phases I, II, and III DRI - Powell Business Park DRI - Creekside DRI - Crossroads Baptist Church DRI - Twin Lakes Residential Development DRI	- Coweta County
	- Commuter Rail System Map	- Georgia Rail Passenger Program
Other	- Launching Plans Into Action (2004)	- Metropolitan North Georgia Water Planning District

Figure 2.1 – Planning Process Diagram



One of the unique tasks of the CTP was to develop a traffic count database for the county and the jurisdictions as well as collect new traffic data at 20 intersections within the county. Coordinating with county and city staff, the intersections for traffic count data collection were identified. Peak hour counts were conducted at the locations shown in Table 2.2. The resulting count information was used to conduct a planning level operational analysis to identify potential level of service needs.

Table 2.2 - Intersection Count Locations

Location		Intersection
Coweta County	1	Raymond Hill/Major/Shaw/Fischer Road
	2	Macedonia Road/SR 16 W
	3	Mary Freeman/Goodwyn Road/Poplar Road
	4	SR 34 W/SR 34 Bypass/Ishman Ballard
	5	SR 70/Buddy West Road/Macedonia Road
	6	Elders Mill Road/Standing Rock Road/SR 16 E
	7	West Grantville Road/Corinth Road/Earl North Road
Coweta County	8	Belk Road/Corinth Road/Smokey Road
Newnan	9	Jackson Street/Sprayberry Road/Roscoe Road
	10	Sprayberry Road/Old Jefferson Street/Greison Trail
	11	Poplar Road/East Newnan Road/MLK Drive/Turkey Creek Road
	12	Greenville Street/Sewell Road
Grantville	13	US 29/Lone Oak Road
	14	US 29/Lowery Road
Senoia	15	Pylant Street/SR 16
	16	Seavy Street/SR 85
Sharpsburg	17	Terrentine Street/SR 154/Old Hwy 16
Moreland	18	Camp Street/US 29
Haralson	19	Gordon Road/SR 74
Turin	20	SR 16 E/SR 54

2.2 Community Involvement and Outreach

The Coweta Joint CTP followed a planning process that integrated both technical analysis and qualitative input into a series of tasks designed to provide a comprehensive assessment of existing and future needs as well as identify long range strategies and projects to address needs. At the outset of the project, a Public Involvement Plan (PIP) was developed to guide the project and ensure open, timely, and meaningful public participation in the transportation decision-making process. Key elements of the public involvement effort included:

- Establishment of a Stakeholder Committee to provide information and direction to the study. The committee consisted of 41 representatives of agencies and municipal and county governments in Coweta County.
- Twenty-seven stakeholder interviews were conducted between May and June 2005 with elected officials, county employees, representatives from state and local agencies, and organizations serving environmental justice populations.

- Eleven community visioning workshops were held in conjunction with the *Comprehensive Plan*, of which a total of 535 persons attended.
- A community open house meeting held in conjunction with the *Comprehensive Plan* on Thursday October 6, 2005, with over 200 persons attending.
- A public meeting held in conjunction with the *Southern Regional Accessibility Study* on April 11, 2006 with over 60 persons attending.
- Production and dissemination of project newsletters.
- CTP webpage accessible via Coweta County's official website.
- Outreach meetings with the Newnan-Coweta Chamber of Commerce and other local organizations.
- Participation in interviews with the media including spots on *InfoCoweta* and *Spotlight on Newnan*.

The following provides an overview of the public involvement process and summary of outreach activities. A complete summary of public outreach activities and documentation, including materials, stakeholder and project mailing list, and public comments, is included in Appendix A.

2.2.1 Public Involvement Plan

The public involvement and outreach program for the CTP enabled the general public, government agencies, businesses and other stakeholders to receive background and technical information and to provide meaningful input to the county during the planning process. The overall goal for stakeholder and public involvement was to achieve mutual understanding of transportation needs in the study area among all concerned stakeholders, develop a common vision for meeting transportation needs, and build support and consensus for study recommendations.

The first step in the program was the development of a formalized *Public Involvement Program* that clearly defined purpose and objectives for initiating public dialogue on transportation planning issues, identified affected public and other stakeholder groups, developed techniques for engaging and educating the public in the transportation planning process, and identified measurable actions that demonstrated public input was seriously considered.

2.2.2 Local and Regional Coordination

Several jurisdictions and departments were involved in the development of the CTP, including the Coweta County Board of Commissioners, municipal Councils, and the Planning and Zoning and Engineering Departments. The *Coweta County Comprehensive Plan*, developed concurrently with the CTP, required a high level of public involvement coordination. The goal of the coordination was to share overall project information, coordinate planning activities, and jointly sponsor a number of public meetings. The public involvement approach also took advantage of governmental organizational processes already in place, including the ARC's Public Involvement Advisory Group (PIAG), to disseminate information and encourage public participation.

2.2.3 Public Meetings

Two types of public meetings were conducted during the CTP plan development: visioning workshops and open house meetings. The visioning workshops were conducted in coordination

with the *Coweta 2026 Comprehensive Plan* process. The theme of the visioning workshops, "Be Something Different," was a community effort to help create a vision of what the citizens wanted for their community and county in the next five, ten, and 20 years. Facilitated small group discussions focused on what citizens wanted to preserve, change, create, and connect as well as prioritization of those issues.

The visioning workshop effort was intended to guide decisions about the physical, economic, and social aspects of the community. The results of the workshops were incorporated into and influenced the development of each plan. Each session emphasized the CTP would:

- Outline how the government proposes to achieve the goals and objectives decided upon by the citizens;
- Cover a 20-year planning horizon and address such topics as population, economic development, housing, natural and cultural resources, community facilities and services, intergovernmental coordination, transportation, and land use; and
- Influence important decisions that will determine Coweta County's future.

The 11 visioning workshops were conducted early in the study from February to May 2005 at schools and community centers throughout the county. Altogether approximately 535 participants attended the workshops. The first public information meeting, held on October 6, 2005 at the Coweta County Fairgrounds, presented CTP information and was also conducted in conjunction with the *Comprehensive Plan*. A final CTP public meeting was held on April 11, 2006 at the Central Education Center in Newnan to present the draft CTP recommendations for review and input. This meeting was held in conjunction with the recently initiated *Southern Regional Accessibility Study* which is being conducted by ARC. The public meeting summary is shown in Table 2.3.

Table 2.3 - CTP Public Meetings

Event	Purpose	Date	Facility	Attendees
Community Visioning Workshops	- Receive input on Comprehensive Plan and CTP	February 17, 2005	Arnall Middle School	62
		February 22, 2005	Willis Road Elementary School	46
		March 3, 2005	East Coweta Middle School	59
		March 8, 2005	Jefferson Parkway Elementary School	45
		March 17, 2005	Newnan High School	59
		March 22, 2005	Northgate High School	26
		March 31, 2005	Northside Elementary School	18
		April 12, 2005	Arnco-Sargent Elementary School	49
		April 21, 2005	FS#16/Dresden Community Room	60
		April 28, 2005	Grantville Elementary School	35
		May 5, 2005	Coweta County Center for Performing and Visual Arts	76
Public Open House Meetings	- Transportation/ Land Use Coordination	October 6, 2005	Coweta County Fairgrounds	150
	- Present CTP Recommendations	April 11, 2006	Central Education Center	60

2.2.4 Be Something Different Survey

During the visioning workshops, Coweta County and the Chamber of Commerce sponsored a written and on-line survey that yielded over 5,000 responses, representing approximately seven percent of the adult population. While the survey focused primarily on land use, quality of life, residential, commercial and economic development related issues; it also included a number of transportation related questions.

2.2.5 Stakeholder Committee

The Stakeholder Committee consisted of approximately 40 representatives from municipal and county governments within Coweta County and local, regional, and state agencies. The committee was responsible for building consensus on project goals, assisting in identification and resolution of community transportation issues and concerns, and represents the diverse needs of a broad based constituency. A summary of stakeholder meetings is shown in Table 2.4.

Table 2.4 - CTP Stakeholder Meetings

Purpose	Date	Attendees
Introduce project team Discuss project purpose Begin development of vision, goals, and objectives	May 9, 2005	19
Discuss major transportation issues and concerns within Coweta County Reach consensus on vision, goals and objectives	June 6, 2005	20
Crafting of CTP vision statement	September 15, 2005	15
To present potential transportation needs and improvement strategies	February 16, 2006	15
Present draft CTP	April 11, 2006	14

2.2.6 Stakeholder Interviews

By involving local groups on their own terms, stakeholder interviews expanded opportunities for community participation and helped to develop a base of support for transportation plan implementation. Stakeholder interviews were one of many methods that were specifically designed to educate and inform the community about the CTP as well as solicit meaningful input. Stakeholder interviews were particularly important because they allowed the project team to learn about transportation issues and concerns early in the project process.

A total of 27 stakeholder interviews were conducted with appointed and elected officials, government agency representatives, and community leaders during May and June 2005. During the interview process, stakeholders were asked to identify additional persons they believed should be contacted for interviews. The interviews were conducted in person or via the telephone.

2.2.7 Hispanic Focus Group

In September 2005, the project team facilitated a Hispanic Focus Group session with 12 adult students and two instructors at the West Central Technical College in Coweta County. The focus group was prompted by comments gained during the stakeholder interviews. The project team was invited to share project information and facilitate a group discussion with a class of Hispanic students who participate in English as a Second Language program, sponsored by the Coweta County Certified Literacy Council (CLICK), a program of the United Way of Metropolitan Atlanta that provides services to adult students and tutoring for children. The group discussed the plan purpose, progress to date, public participation opportunities, and schedule. Participants were encouraged to attend the October 2005 public meeting.

2.2.8 Project Mailing List

From the public meetings, stakeholder interviews, existing mailing lists and other points of contact, the team developed a project mailing list of plan participants. The list included elected officials, transportation planning partners, communities, businesses, and other interested parties for the CTP. The list was used to send committee and public meeting invitations and project newsletters.

2.2.9 Newsletters

Newsletters were developed to communicate information in different ways and increase the general public's understanding of the technical information and planning process. The newsletters contained up-to-date project information, explanations of how decisions were being made, and ways to give input and become involved in the development of the CTP.

The first newsletter, distributed in July 2005, detailed the project purpose and schedule, methods to stay involved, project participant roles and responsibilities, and frequently expressed transportation issues from visioning workshops. The second newsletter, distributed in November 2005, included articles on the *Inventory of Existing Transportation Conditions* report, major transportation issues and potential solutions recommended by stakeholder during the interview process, highlights from the "Be Something Different" community survey, the draft CTP vision statement, and discussion on future land use scenarios and implications for transportation. The third and final newsletter, to be distributed in May 2006, will provide an overview of the CTP process and findings.

2.2.10 Website

The CTP website located at http://www.coweta.ga.us/Resources/CTP/ctp.html included several informational pages:

- Home Page…provided information on the social and economic changes that lead to the development of the CTP, a map of the study area and list of the key tasks
- Coweta County…provided links to the Coweta County government page, county fact sheet, and Comprehensive Land Use Plan Update
- Get Involved…described the many ways the public could become involved and stay informed about the progress of the Joint CTP such as visioning workshops, public meetings, newsletters, and identified contact persons to send questions and comments.

- Additional Information…a resource page of plan documents, reports and meeting minutes

2.3 Technical Analysis Approach

Technical analysis tools used during the CTP development included the travel demand model, spatial analysis using Geographic Information System (GIS) processing and statistical analysis. The travel demand model was used primarily to assess long term roadway system capacity and needs. Spatial analysis was used to perform much of the multimodal transportation assessment, particularly bicycle facility, pedestrian facility, transit and freight analyses. Statistical analysis was used to evaluate travel trends and conduct the safety assessment. Statistical methods are integrated into GIS analysis as well. One of the most important tools utilized was the travel demand model. The following provides an overview of how the travel demand model was developed and utilized for the CTP study.

The ARC travel demand model was used to determine existing and future transportation travel demands and establish future year transportation needs and investments for Coweta County. The model used for the analysis represents the most accepted approach of projecting future transportation demand and evaluating investment strategies to serve projected demand.

Coweta County is represented in the ARC transportation demand model as one part of a 13-county regional model. While this representation is sufficient for regional traffic flow determination, further refinements to the model were required to more accurately simulate local traffic conditions. Coweta County is represented in the ARC model through approximately 36 traffic analysis zones (TAZs). Given that a significant portion of development occurs along the I-85 corridor and within the City of Newnan, these areas were reviewed for highway loading and accurate socioeconomic representation. This refinement process included adjustments to TAZs, centroids and highway link attributes.

The CTP used four travel demand models that represent the years 2005, 2010, 2020 and 2030. The 2005 model was used as the control or the basis for evaluating model performance. All changes and modifications to the base model were incorporated into the other future year models.

2.5 Transportation Vision, Goals and Objectives

An important step in the planning process is to develop an evaluation framework. The evaluation framework provides the measures or thresholds by which to perform the needs assessment as well as assess potential improvements and prioritize program recommendations. The framework is based on the overall transportation vision, goals and objectives developed for the county. The following presents an overview of goals, objectives, and evaluation measures developed for the Coweta CTP.

The study vision, goals and objectives were established through coordination with the project's Stakeholder Committee. The specific goals for the CTP expanded upon the transportation community goal developed for the *Comprehensive Plan*, which was, "Improve the existing transportation system and prepare for anticipated growth." The overall CTP vision is as follows:

> *Coweta County will strive to develop a comprehensive transportation system that improves mobility, connectivity, and safety for the efficient movement of people and goods. The transportation system will provide multiple modes including*

public transit, multi-use trails, sidewalks, and bicycle lanes as viable alternatives to the automobile. It will support economic development through improved access to jobs and other destinations and will strengthen the management and operation of the existing transportation system through investments that are coordinated with land use plans and policies of the County and its municipalities.

The goals and objectives shown in Table 2.5 were presented for review and comment to the public in a *Comprehensive Plan*/CTP meeting conducted on October 6, 2005.

Table 2.5 - CTP Study Goals and Objectives

Goal	Objectives
1 - Promote coordination of land use and transportation	- Integrate transportation and land use - Limit/control access and development
2 - Preserve and enhance the natural and social environment	- Promote alternative modes of transportation to improve aesthetic, quality of life, and air and water quality - Identify and preserve local, rural, scenic routes and state corridor
3 - Improve accessibility, connectivity, and safety, for the movement of people and goods	- Identify and improve transportation corridors - Improve east/west connectivity - Create a grid system that improves interconnectivity of major travel corridors - Identify and prioritize multimodal transportation needs - Promote alternative modes of transportation to improve aesthetic, quality of life, and air and water quality
4 - Support economic and community development goals	- Develop a transportation system that attracts the highest quality, sustainable growth - Develop a list of recommended ordinances and standards that address safety, access, etc.
5 - Develop a multimodal transportation system that maximizes community and regional support	- Identify realistic funding opportunities - Establish a multimodal transportation system that includes public transportation - Integrate the CTP into the regional transportation plan - Include a good financial plan and phasing of projects - Improve interagency collaboration and communication between Coweta County and jurisdictions within and adjacent to the County - Achieve a transportation system whereby current and future functional classification of roads is both accurate and addresses potential infrastructure and land use changes associated with new interchanges on I-85

3.0 Summary of Identified Issues and Needs

As Coweta County has transitioned from a predominantly rural/agricultural based economy to a more diverse market based economy, and as the county has experienced significant residential and commercial growth, a wide array of transportation and land use issues have emerged. It is anticipated the county's population and employment will continue to grow, resulting in more development, commerce, and complex commuting patterns, and increased demand for travel between the many expanding activity centers within the region. Long-range transportation needs for Coweta County were identified using both qualitative and quantitative processes. The primary qualitative assessment tool included public and stakeholder outreach efforts conducted to identify local needs and issues. The quantitative assessment tools were the travel demand model as well as spatial and statistical analysis. This section provides an overview of transportation needs facing the county through 2030. A summary of input received through public outreach activities is presented, followed by overall transportation needs.

3.1 Community Input Summary

A wide variety of tools and techniques were utilized to solicit community input into the long range planning process, as summarized in Section 2.2. The coordination of the CTP process with the *Comprehensive Plan* process is significant. The combined effort encouraged the community to think about transportation issues and needs within the greater context of other service provision and community development trends. The relationship between transportation infrastructure and land use changes was explored through these efforts. The following provides highlights from comments heard through the various outreach activities. The complete summary of public comments is included in Appendix A.

3.1.1 Be Something Different Survey

Over 5,000 responses were received from the "Be Something Different Survey." However, the respondent group for participating in the survey was self-selected rather than random, so the results are not representative of the entire population of Coweta County. Although the results shed light on major issues and needs, one cannot infer from the results across the entire population. Four major transportation needs or issues emerged from the survey. The greatest identified need was congestion during commute times. The survey indicated a need for more bicycle facilities and pedestrian paths. Support for providing more public transit services was mixed, with some in favor and others not. Finally, survey respondents indicated that roadway maintenance was poor. Survey responses by category are as follows.

<u>Transportation</u>

Respondents ranked rush hour traffic as most in need of improvement, with 57 percent reporting the need for 'extensive' improvements and an additional 25 percent indicating the need for 'considerable' improvements. Nearly every question related to the quality or adequacy of streets or roads earned poor marks. Street and road maintenance, street and road quality, street and road sufficiency, roadway cleanliness, and roadway appearance were ranked high for needed improvements. Respondents indicated the need for bicycle and walking path improvements, with 60 percent indicating an 'extensive' need or 'considerable' need for improvements existed.

Public Transit

When asked about the need for greater provision of public transit services, the answers varied. When asked if a public transit system for the unincorporated county was needed, respondents were opposed (60 percent 'unfavorable,' 30 percent 'favorable,' and nine percent 'no opinion'). When asked if the 'public transportation sufficiency needed improvement,' there was general support for the idea. Forty-eight percent of respondents said it needed 'moderate,' 'considerable,' or 'extensive improvement,' 40 percent said 'little or none,' and seven percent indicated 'no opinion.'

Finances

Related to finance, 44 percent of respondents supported using sales taxes to pay for improvements. A greater percent of respondents supported using impact fees to pay for improvements, with 57 percent 'favorable' and 30 percent 'unfavorable.' This question also had a high 'no opinion' response.

3.1.2 Stakeholder Interviews

The study team interviewed nearly 40 local, regional, and state stakeholders during the plan development process. The following issues and concerns were recurring themes expressed by stakeholders during the interview process.

- Bullsboro Drive is the most congested road in Coweta County;
- Roads cannot support existing traffic due to rapid unplanned growth;
- Multiple modes of transportation are needed within Coweta County to address congestion;
- Environmental justice groups need public transportation;
- Undesirable truck traffic passes through residential areas because many areas have banned truck traffic;
- Traffic light synchronization is a major problem within the county;
- Developers are creating communities without providing sidewalks; and
- A number of dangerous intersections exist within the county.

The following recommendations were identified by stakeholders to help improve accessibility and mobility within Coweta County.

- Educate drivers to share the road with cyclists;
- Provide more pedestrian facilities;
- Provide information on public transportation routes and schedules;
- Implement a trolley system throughout downtown Newnan and provide some form of public transportation similar to the service in Troup County;
- Provide some form of public transportation for Coweta residents to travel to Peachtree City;
- Widen and extend the Newnan Bypass and create new I-85 interchanges; and
- Require developers to provide proper infrastructure for commercial and residential properties.

3.1.3 Hispanic Focus Group

Comments from the Hispanic Focus Group reflected a multimodal transportation perspective. The group cited a need for a public transportation system to provide connectivity between Newnan and Palmetto and Newnan and Atlanta. Multiple modes of public transit such as small/neighborhood buses, large buses, streetcars/trolleys, or small van transit system that could be privately or publicly operated are needed. Although the current transit express bus services serve commute trips, the group indicated an additional need to serve trips such as trips to grocery stores, hospitals and healthcare facilities, daycare programs, schools, and language classes. The group also indicated that any public transportation services need to be affordable for low-income families. Other transportation needs cited by the Focus Group were for greater roadway capacity and additional east-west routes.

3.1.4 Public Meetings

Two types of public meetings were conducted, the Community Visioning Workshops and open house public information meetings. Input received through the Visioning Workshops indicated major countywide roadway issues included traffic congestion, roadway safety, traffic signal timing, and roadway maintenance. Overall, roadway signage placement and signage condition is poor. Heavy truck traffic is a problem. Participants indicated a need for additional public transportation services, more sidewalks and a network of multi-use trails. Transportation related input from the October open house meeting indicated a need for improved roadways in more populated areas. Mixed use development should be encouraged to reduce automobile trips. More alternatives to automobile usage should be explored, and there is a need to provide more roadways and transportation alternatives to travel throughout the county. Finally, transportation needs must be addressed through long-range planning.

3.2 Planning Context and Local Characteristics

Transportation needs must be considered within the larger context of what is occurring within a community in regards to population, employment, land use, and development characteristics. Essentially, where people live and where they work, shop, go to school, engage in recreational and entertainment endeavors impacts travel patterns, travel demand, and transportation facility needs. This transportation planning effort has benefited from the county's parallel effort to update its comprehensive land use and development plan. Through the comprehensive plan development process, the county has evaluated the existing conditions for land use, population, employment, housing, natural and cultural resources, and community facilities. It has also begun to shape the future land use plan and *Comprehensive Plan Community Agenda*, which will serve as the means for defining what Coweta County would like to achieve related to community facilities and services.

Major factors that influence the transportation planning context are population and employment growth, development patterns, and travel characteristics. A more extensive discussion of the planning context is presented in the *Evaluation Framework and Needs Analysis Memorandum*. Major findings identified in the memorandum are as follows.

3.2.1 Population and Employment

Population and employment characteristics in Coweta County are changing quickly. Between 1960 and 2000, the decennial population increase has been exponential, growing from 28,893 in 1960 to 89,215 in 2000, an increase of 209 percent. ARC is currently in the process of

updating the Regional Transportation Plan through *Envision6*. *Envision6* refers to the anticipated regional population growth, which is anticipated to exceed 6 million by 2030. The process will identify how this increase, along with projected employment growth, can be accommodated while maintaining quality of life.

Population growth trends are expected to continue, with population expected to exceed 205,000 by 2030, according to the *Envision6* forecasts. This represents a population increase of 130 percent between 2000 and 2030. Total employment in the county in 2000 was 26,906 jobs. The ARC *Envision6* employment forecast indicates a growth of 162 percent to 70,400 jobs by 2030. Although employment is anticipated to grow at a faster rate than population, an important finding is that the county will still lack enough jobs to accommodate the increase in population. The ratio of jobs to population was 0.3 jobs per person in 2000, and it only increases slightly to 0.34 jobs per population in 2030. Georgia Department of Labor data indicated that in 2000, the jobs per labor force ratio was 0.55. The jobs to population imbalance indicates that for every two workers in the county, it is likely that one of them has to commute outside of the county to work.

3.2.2 Land Use and Development

Of the 18-county Atlanta metropolitan planning organization area, Coweta County is the third largest in land area and is eleventh in population. While it ranks among the nation's 100 fastest growing counties, Coweta is seventh of eight area counties included in this category. Land use distribution and development patterns have a major impact on potential transportation needs. Coweta County, though it has experienced considerable population growth in recent history, has lower population and a lower population concentration than what is found in the more urban Atlanta region. Coweta County is one of the least dense counties as 2000 Census data revealed the population density was 201.6 persons per square mile of land area versus the Atlanta 18-county planning area with 742.1 persons per square mile. The greatest population concentrations are found within the incorporated cities, with Newnan having the greatest population density (906.4 persons per square mile).

Overall, recent growth and development has been occurring in the northeast quadrant of the county. Planned Developments of Regional Impact (DRI) in the county, which were shown graphically in the *Inventory of Existing Conditions* report, show that much of the anticipated development for the near future is also concentrated along the I-85 corridor between Newnan and the Fulton County line, with some development extending eastward towards Fayette County along SR 16, between Newnan, Sharpsburg, Turin and Senoia. Through the *Comprehensive Plan* process, various future land use and development scenarios were considered. The process for identifying the future land use was summarized in the *Strategic Framework Plan*, an element of the *Comprehensive Plan* update. As stated in the plan,

> *The purpose of the Strategic Framework Plan is to establish the strategy that will guide preparation of the Future Development Map required in the Georgia Department of Community Affairs (DCA) Local Planning Requirements. The Strategic Framework Plan draws from the public input gained from the visioning process and the scenario-building process to identify the overall concepts of land use and development patterns that best represent the goals and aspirations of Coweta County.*[2]

[2] *Coweta County 2006-2026 Comprehensive Plan: Strategic Framework Working Paper*, December 23, 2005 (Draft), page 1.

In January 2006, the Coweta County Board of Commissioners adopted a future development map for the county based on the strategic framework. The development map, which identifies desired county development patterns, is shown in Figure 3.1. In regards to transportation needs, the adopted future development plan continues to concentrate growth and development into the northeastern portion of the county, as well in the existing town centers, leaving the western and southern portions of the county relatively undeveloped. A copy of the *Strategic Framework Plan*, which provides narrative about the adopted development categories, is included in Appendix B.

3.2.3 Travel Characteristics

Understanding how people travel, when they travel, and where they travel within an area aids in identifying existing and future transportation needs. Travel characteristics data from the U.S. Census were reviewed and presented in the *Evaluation Framework and Needs Analysis Memorandum*. On the whole, the travel characteristics revealed the trend of Coweta County becoming an ever increasing bedroom community, where residential growth is resulting in greater demand for travel on inter-regional roadways, particularly I-85, for daily commuting. This type of travel is largely dependent on personal vehicle ownership. The level of automobile ownership in the county relatively is high, and there are more vehicles in Coweta County than persons to drive them (approximately 1.2 cars per licensed driver).

3.3 Travel Demand

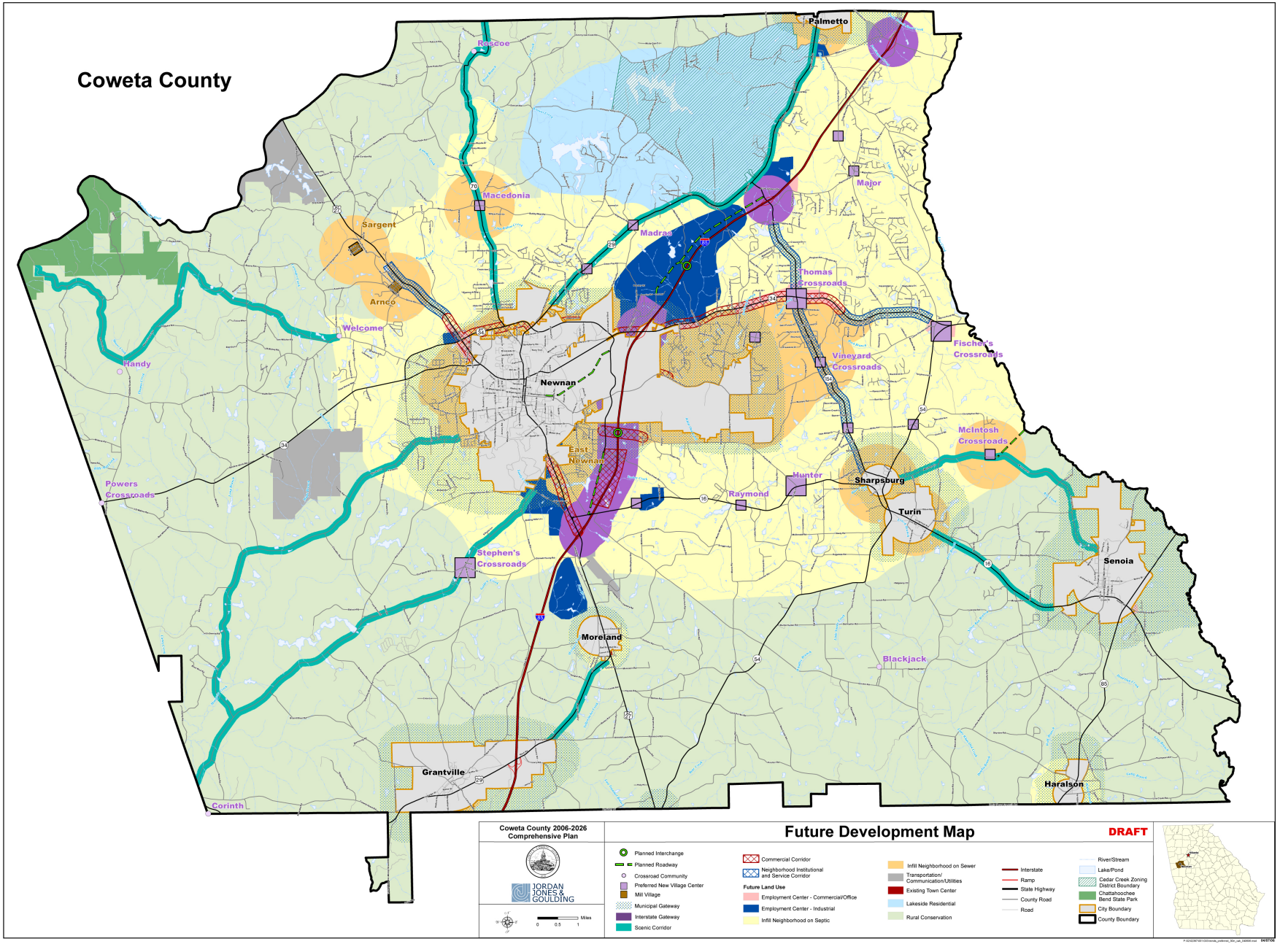
Socioeconomic, development, and travel trends indicate an increased demand on existing transportation infrastructure. The types of development that is occurring, largely residential, will require infrastructure to support work, shopping, and other intra-county and inter-county trip making. The trends impact future travel demand. To understand travel needs more thoroughly, the travel demand model was refined and used as indicated in Section 2.3. Models were developed to simulate the existing conditions in 2005 as well as future years 2010, 2020 and 2030. More detailed information related to the model development and output is included in Appendix C. This section provides an overview of what needs are indicated by the travel demand model.

The primary means for determining future capacity needs was to examine volume-to-capacity (V/C) ratios and level of service (LOS) indicators for the roadway system in Coweta County. The V/C ratio is a measure of traffic volumes to the assumed capacity. V/C ratios provide a standardized platform to measure the LOS of roadways in terms of travel demand. For example, a V/C ratio of greater than 1.0 indicates that a facility is operating at the worst possible condition (LOS F) while a V/C ratio of 0.50 indicates that a facility is carrying half the traffic volume of its capacity (LOS A). Generally, a V/C ratio of 0.70 or less is considered to be an acceptable level of congestion on a segment of roadway in a less urban environment. The closer a V/C ratio approaches 1.0, the more the facility is considered congested.

3.3.1 2005 Base Year Model

The 2005 ARC travel demand model was used to form an understanding of current network operating conditions and travel patterns. While there are locations within Coweta County where traffic loading stresses capacity, the overall network operates within acceptable parameters. Locations where notable traffic volumes exist are within the City of Newnan and indicate that facilities within and contiguous to the city will serve higher traffic volumes and experience

Figure 3.1 - Future Development Plan - Coweta County



greater travel demand in future year development scenarios. Figure 3.2 shows V/C ratios and LOS for the base year 2005 for the county and Figure 3.3 for the City of Newnan.

3.3.2 ARC 2030 RTP Model

The ARC *Mobility 2030 Regional Transportation Plan* travel demand model served as a baseline for comparison and analysis purposes. This model incorporates the ARC projected population and land use forecasts for the year 2030. Additionally, facility projects listed in the ARC *Mobility 2030 Regional Transportation Plan* (2011 – 2030) are represented consistent with the plan recommendations. This model was revised to reflect the changes and adjustments incorporated in the ARC 2005 base model.

Previous modeling efforts for the Coweta County CTP included a review and update to the ARC 2005 travel demand model. This effort was conducted to update and refine the model to more accurately reflect local travel conditions. Coweta County is represented in the ARC transportation demand model as one part of the 13-county regional model. While this representation is sufficient for regional traffic flow determination, further refinements to the model were required to more accurately replicate travel flows at the local level. This refinement process included adjustments to TAZs, centroids and highway link attributes and is discussed in more detail in the *Evaluation Framework and Needs Analysis Memorandum*.

Future year traffic volumes as projected by the ARC 2030 RTP model were analyzed to measure the degree of highway demand and to identify the most critical roadway facilities in terms of available capacity. With regards to travel demand, a V/C ratio was calculated for each facility link for capacity determination.

For this land use and highway network scenario, the most significant highway loading demand occurs along the length of I-85, with the most significant demand occurring north of SR 34 (Bullsboro Drive). While this six-lane facility segment is not projected to exceed the assigned capacity by 2030, portions have a V/C ratio that approaches 97 percent.

The high travel demand rate for I-85 is due in part by through trips, or trips that originate outside of Coweta and only travel through the area. However, significant portions of the traffic stream on this segment of I-85 are trips that originate within the county and travel to other destinations, both within and outside the county.

The majority of trips generated by the model for Coweta are work-related (56 percent). Of these trips, approximately 13.5 percent have a work destination within Coweta County, the remaining 44 percent travel outside the county for employment purposes. As a result, the internal to external travel demand places a high priority on I-85 as a primary travel route.

Coupled with the work demand trips is the pattern of development along the I-85 corridor. Because I-85 offers high travel speeds, lower travel times and a direct route to regional employment centers, this corridor is the primary route for Coweta residents and others to Atlanta area employment. Strong residential growth around I-85 places increasing travel demands on the corridor and, ultimately, fills the available capacity with work related trips.

I-85 is not the only facility in Coweta County that is projected to experience capacity constraints by the year 2030. Of note are: SR 34 east of I-85, US 29 north of Newnan, SR 154 south of I-85, and Fischer Road north of SR 34.

Figure 3.2 - 2005 Volume to Capacity - Coweta County

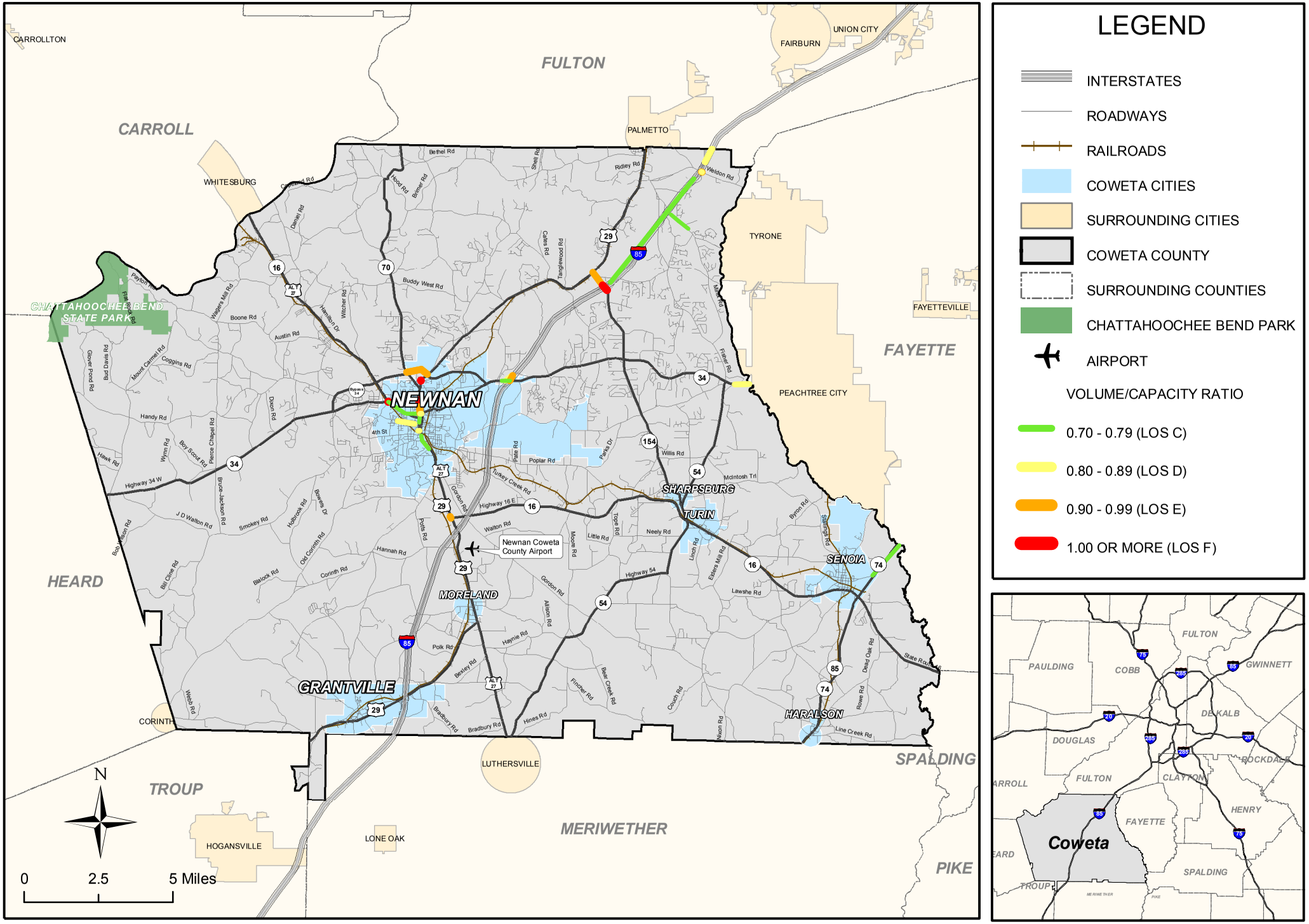
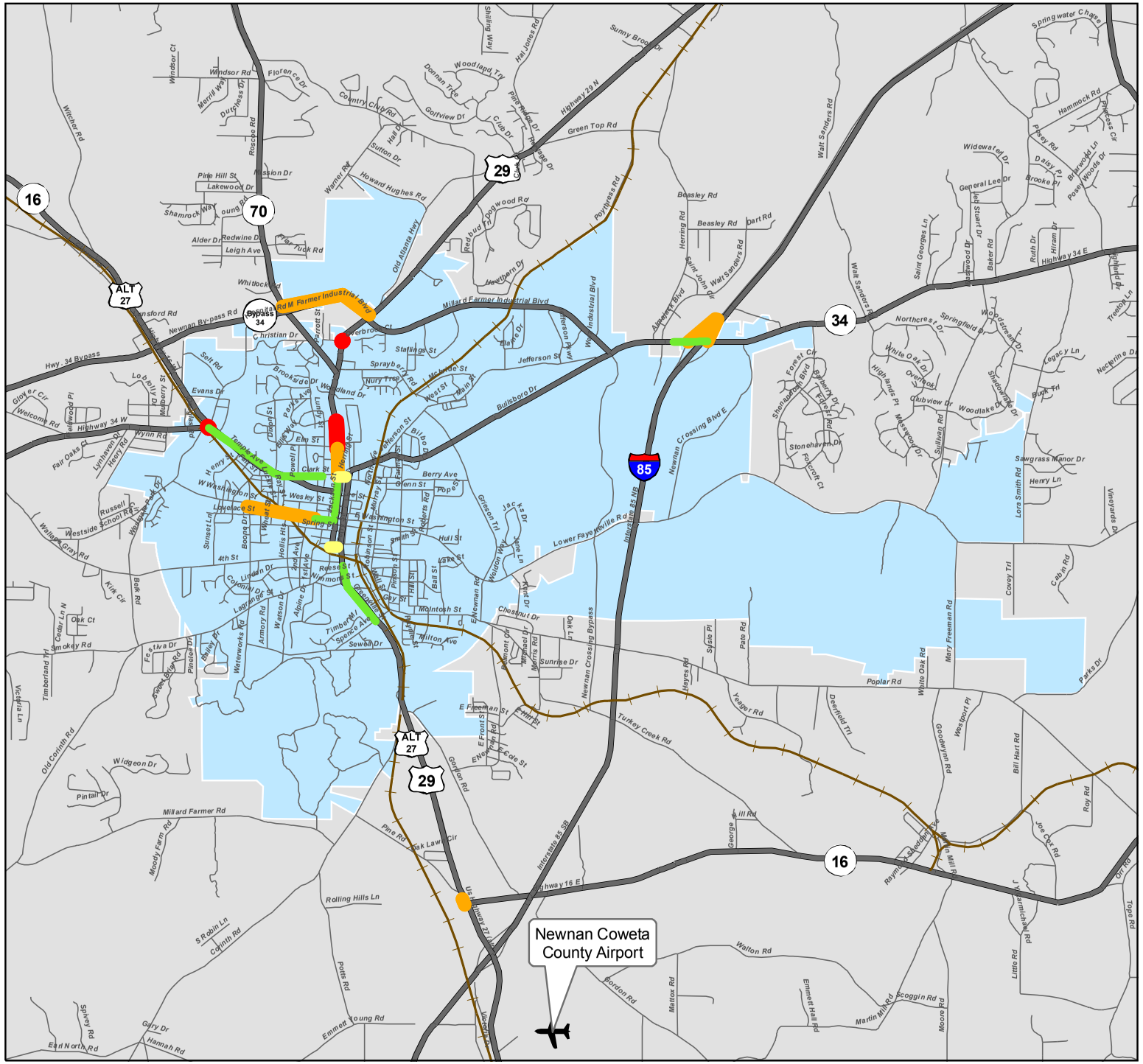


Figure 3.3 - 2005 Volume to Capacity - City of Newnan



3.3.3 Future Land Use Model

The future land use model incorporated the land use development pattern adopted by the Coweta County Board of Commissioners in January 2006 as part of the *Coweta County Comprehensive Plan* update. This future year land use development scenario represents a new vision of land use allocation and significantly differs from the original assumptions coded in the ARC 2030 model.

To test the future year transportation demands and impacts of the new land use scenario, projected uses were converted to socioeconomic data using regression analysis. This methodology maintains the projected ratio of persons per dwelling unit by income group and established employment rates from the *Regional Transportation Plan* estimate of population and employment to reallocate populations for the new land use scenario. This data was formatted consistent with the model requirements for the two socioeconomic data input files and used in the new model run for testing and analysis.

Two model runs were conducted using the new land use scenario. The first model represents a highway network for Coweta County that incorporates only those facility modifications that are listed as either existing facilities or committed for construction. This network is referred to as the existing plus committed highway network (E+C). A companion model was also developed that incorporates the E+C network with additional highway modifications. These modifications are intended to address local and regional travel needs and are based on travel results that originate from the E+C model run.

The 2030 E+C model network adds approximately 34 center lane miles to the Coweta County roadway network. Primary facility modifications include:

- I-85 – expand from four existing lanes to six lanes from SR 34 south to the Meriwether County line;
- SR 34 Bypass – expand from two existing lanes to four from SR 34 (Bullsboro Drive) west to SR 16/US 27 Alternate;
- SR 34 Bypass – construct new four-lane facility from US 29/US 27 Alternate to Turkey Creek Road; and
- Vernon Hunter Parkway – construct two lane facility from McIntosh Trail to Fayette County.

A full listing of E+C facility modifications is listed in the ARC 2005 to 2010 Transportation Improvement Plan (TIP) and includes projects for transit, intersection modifications and bridge upgrades. While E+C projects are represented in the ARC model, where applicable, discussion for this portion of the Coweta County Joint CTP focuses on the operating characteristics of major roadway facilities.

Figures 3.4 and 3.5 illustrate the V/C ratios for all major facilities in Coweta County and the City of Newnan, respectively, as projected by the ARC model based on the county's newly adopted future development plan. A review of the ARC model 2030 E+C highway network indicates that the Coweta County roadway network, overall, is not projected to have significant operating deficiencies. However, there are notable loading patterns where traffic demand is considerably higher than other portions of the Coweta network. Additionally, there are small segments of the network that are projected to exceed the available capacity.

Figure 3.4 - 2030 Volume to Capacity, Future Development Plan

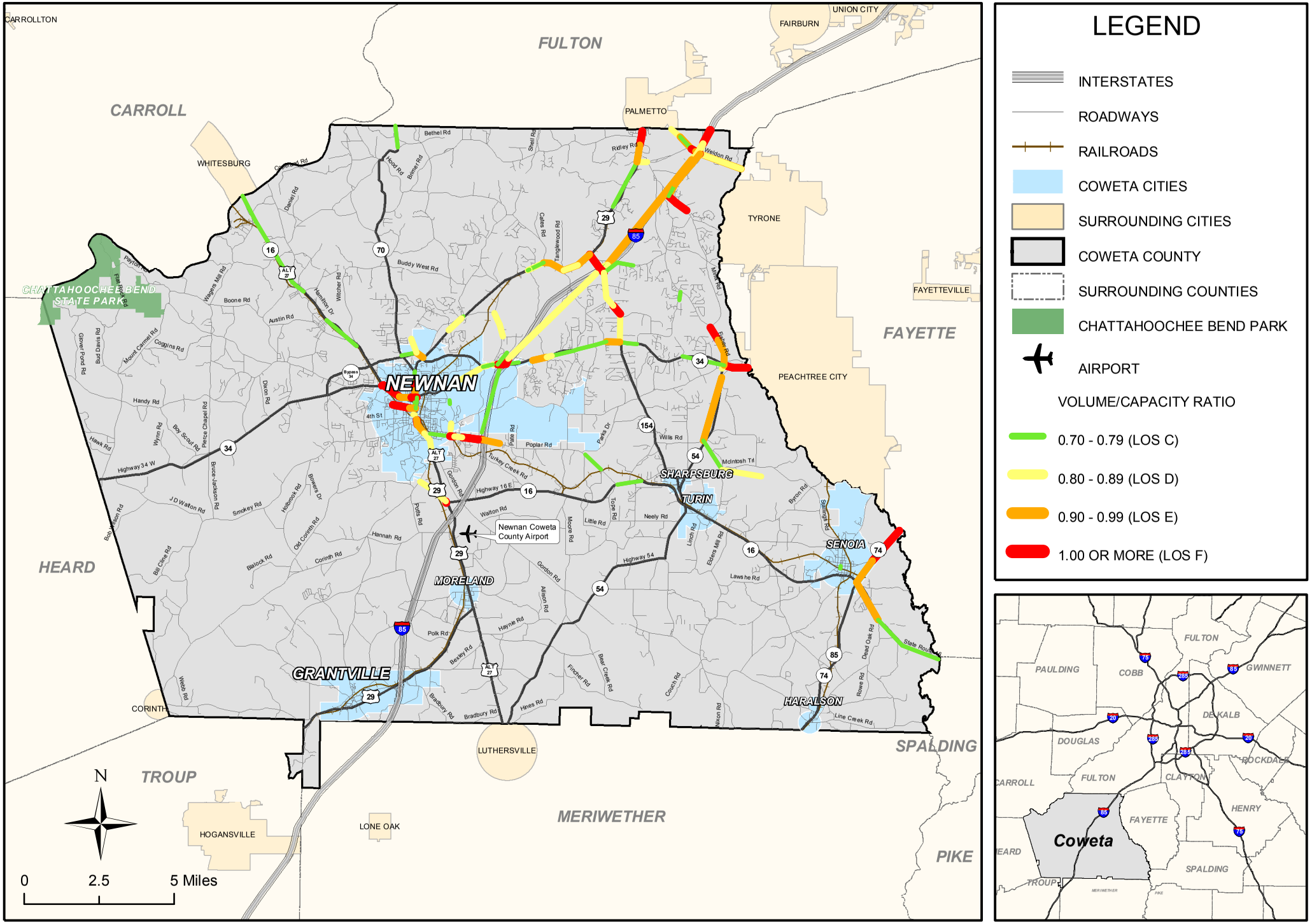
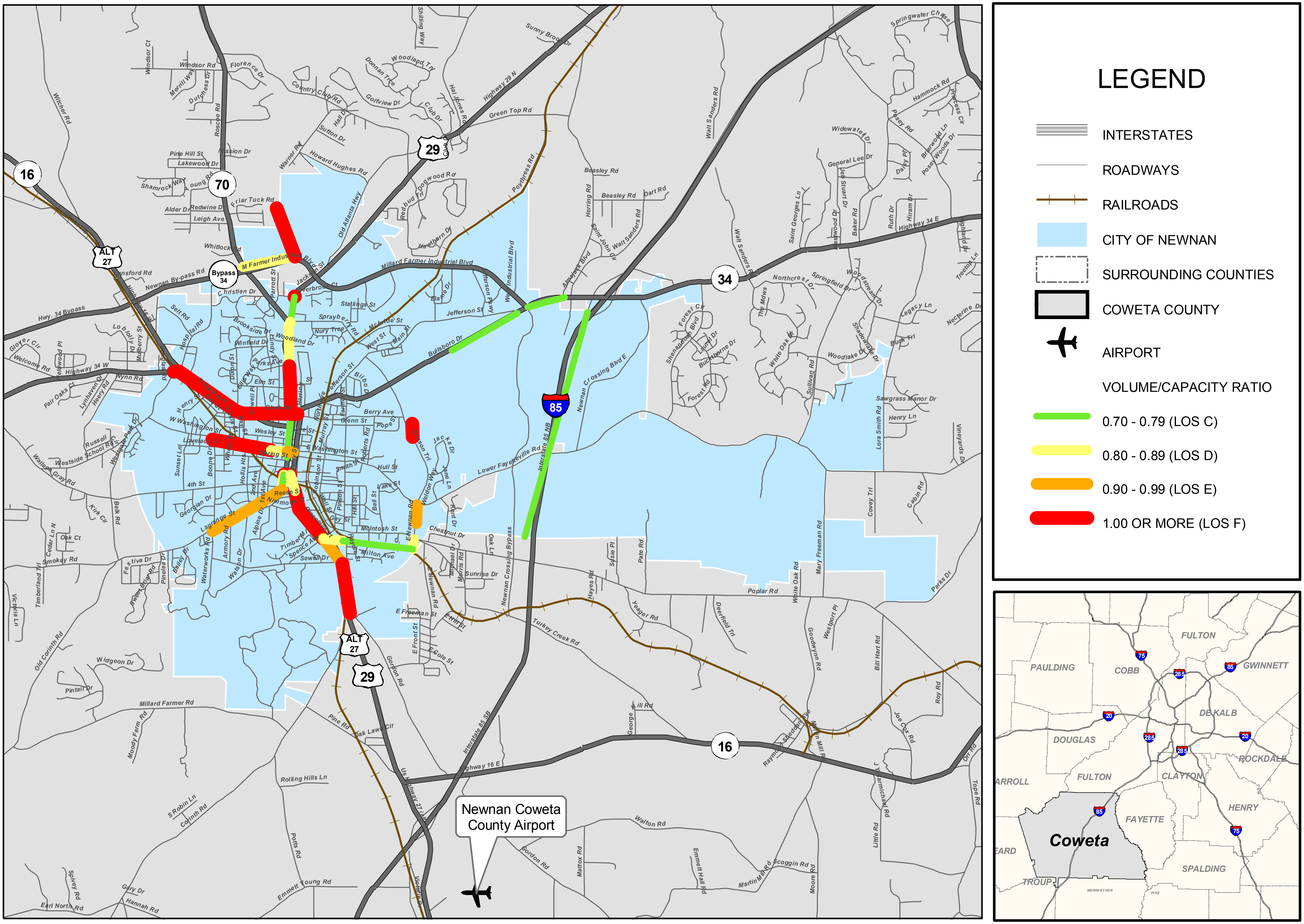


Figure 3.5 - 2030 Volume to Capacity - City of Newnan



The failing segments of the Coweta County roadway network are primarily confined to the area within and contiguous to the City of Newnan. These include:

- SR 16/US 27 Alternate – from North Jefferson Street to Hospital Road;
- West Washington Street – from US 29/US 27 Alternate to Duncan Street;
- Martin Luther King Drive/Poplar Road – from I-85 to Greison Trail;
- SR 34/I-85 – northbound on ramp and southbound off ramp; and
- SR 54 – from Fischer Road east to the Fayette County line.

A comparison of volume to capacity ratios between the 2005 base network and the 2030 E+C network indicates that travel demands increase overall by more than twice the volume experienced in 2005. These additional trips place increased pressure on the roadway network to accommodate demand. While the E+C network does not show significant signs of failure, heavy loading and high V/C ratios, particularly on inter-regional travel routes, indicate that the E+C network alone is not sufficient to accommodate demand.

Travel times on I-85, from SR 34 north to the Fulton County line, increase approximately 34 percent and traffic volumes increase approximately 30 percent. US 29, from SR 34 Bypass to Weldon Road, exhibits a ten percent increase in travel times and a 43 percent increase in volume. Travel demand projected for these two facilities are interrelated in that the percentage of trips that originate within Coweta County, particularly work related trips, travel outside the county to satisfy the end trip demand.

Inter-regional trips not only have significant impacts on the major north-south highway facilities, but also have significant impacts for east-west travel. SR 34, from I-85 east to the Coweta County line is projected to have an increase in travel time by ten percent and an increase in traffic of approximately 35 percent by the year 2030. Similarly, SR 16 and Lower Fayetteville Road are projected to experience comparable increases in travel demands.

As a result of increased travel demands over time, additional roadway projects are recommended to accommodate demand. These additional facilities are necessary as the travel pattern for trips originating in Coweta County are not expected to significantly change by the 2030 horizon year. As such, trips are expected to travel longer distances to satisfy the trip demand end purpose, particularly work-related trips. A full listing of the recommended projects is included in Section 5 of this report.

3.4 Summary of Transportation Needs

The perspective of the needs assessment was broad. The analysis examined major travel patterns and demand for both intra-county and inter-county travel. Planning context was reviewed, and the needs assessment was multimodal in scope. More detailed findings are included in the technical memorandum. This section provides overall county-wide needs and specific needs by jurisdiction. General transportation needs and issues by category are summarized in Table 3.1. A significant portion of needs are linked to the state route system. As the largest city, Newnan appears to face some of the greatest transportation needs; however, long term mobility and connectivity improvements are needed countywide.

Table 3.1 - Major Transportation Needs and Issues

Category	Need / Issue
Roadway	- East-west connectivity - Congestion - Access to and crossing of I-85 - Need alternatives to I-85 for intra-county trips and north-south trips - Connectivity - Safety - Bridge condition - Intersection capacity
Pedestrian Facilities	- Gaps in the sidewalk network in the cities - Development codes do not require pedestrian facilities
Bicycle Facilities	- Existing system does not provide suitable environment for safe bicycling
Transit	- Unmet commuter bus market needs - Concentrations of potential transit-dependent markets
Freight	- Potential safety problems at CSX Rail crossing at Weldon Road - Impact of truck traffic on local streets

Improved east-west connectivity was a common theme throughout the CTP process. Several streets were identified as needing improved connectivity and access into key corridors. Specific locations in need of improved connectivity include Macedonia Road and Buddy West Road from SR 16 to Happy Valley Circle with a possible future connection to US 29, Calumet Parkway extension connecting north off US 29 to Newnan Bypass and Bullsboro Drive, Raymond Hill Road and Shaw Road. Other connections included downtown Newnan to Bullsboro Drive/Newnan Bypass shopping area, Newnan to Lower Fayetteville Road and Newnan to Peachtree City. Connections from downtown Newnan to outlying commercial and industrial employment centers and from Fischer Road and Cannongate Road to Collinsworth Road were also identified for connectivity improvements. Other issues include having sufficient funding for maintenance, rehabilitation, or replacement of roadways and bridges; improving access and connectivity of the travel network; and developing additional modal alternatives.

3.5 Transportation Needs by Jurisdiction

All of the Coweta municipalities are located on significant US and/or state highways which are predominantly of two-lane configuration. It is apparent that continued county growth will impact the cities bisected by major routes. ARC recently initiated the *Southern Regional Accessibility Study* which will undertake a detailed review and evaluation of these roadways from a regional perspective. Some specific needs by jurisdiction are summarized as follows.

3.5.1 Coweta County

The unincorporated area under the jurisdiction of Coweta County comprises 93 percent of the total land area in the county. As growth continues countywide, the county will experience the greatest impacts. It will be responsible for providing much of the transportation infrastructure to keep pace with the growth. The existing infrastructure was developed at a time when the travel demand was generated by rural, agricultural needs. Rural roadways that could previously handle low-volume, rural traffic have become generally inadequate for high-volume, residential commuting. Overall needs and issues in the county include:

- Ensuring functional classification of the roadway system is coordinated with the future development plan;
- High bridge and roadway maintenance costs;
- Roadway design on major roads is inadequate for traffic volume growth;
- Limited east-west travel corridors;
- Interchanges with I-85 have become overloaded, as through movements have increased and commercial nodes have developed;
- Lack of comprehensive transit and bicycle plans;
- Limited transportation staff to manage needed services;
- Traffic signals and signage lack coordination; and
- Lack of countywide freight network.

3.5.2 City of Grantville

Within the City of Grantville, there is need to connect gaps in the sidewalk network. Sidewalks are absent around the Grantville elementary school on US 29. Consideration should be given to restructuring the CSX railroad overpass on US 29 and the intersection configuration on LaGrange Street at US 29. The city lacks local public transportation service.

3.5.3 City of Haralson

Within the City of Haralson, the city is concerned about vehicular speeding on SR 85 and along Line Creek Road. The intersection at Shaddix Road and Line Creek Road needs improvement. The city lacks local public transportation service.

3.5.4 Town of Moreland

Within the Town of Moreland, there is a need to connect gaps in the sidewalk network. Due to the historic nature of the town, a concern about future widening of US 29 is evident. The intersection of US 29 and Church Street should be considered for reconfiguration, and the intersections of US 29 and Ball, Main, College, and Carroll Streets should be considered for improvements. There is concern about the amount of freight truck traffic passing through the town from Meriwether County and from the I-85 truck stops north of town. The town lacks local public transportation service.

3.5.5 City of Newnan

While the City of Newnan has a relatively developed sidewalk network, there is a need to connect existing gaps. A number of intersection-related congestion issues exist in the city. A significant amount of residential growth has occurred on Lower Fayetteville Road, prompting improvements. The city lacks public transportation for central area residents who do not have transportation alternatives. Parking and circulation within the downtown area needs improvement. Roadway congestion continues to be a concern on segments of SR 34, SR 34 Bypass, and US 29.

3.5.6 City of Senoia

Within the City of Senoia, there is a need to connect gaps in the sidewalk network as well as expand the network. SR 16 and Rockaway Road need roadway upgrades. Bicycle trails to Peachtree City and commuter rail are needed. Limited routes exist between Senoia and Peachtree City from SR 85 and SR 74. The city lacks local public transportation service.

3.5.7 Town of Sharpsburg

Within the Town of Sharpsburg, there is concern about impending town and area growth and the inability of existing two lane roads to handle demand. The town lacks local public transportation service. More alternative mode connections are needed to connect Sharpsburg to Senoia and Peachtree City.

3.5.8 Town of Turin

Within the Town of Turin, the intersection of SR 16 and SR 54 is operationally deficient. Intersection improvements and additional traffic signals are needed in the area. The roadways are inadequate for truck freight movement. Additional north-south and east-west connector roads are needed in this part of the county. Future capacity needs on SR 16 are evident.

4.0 Project Identification, Screening and Selection

Following the assessment of current and future needs and development of the *Evaluation Framework and Needs Analysis Memorandum*, multimodal improvement strategies and projects were developed for the CTP. This section describes the process by which projects were identified and screened and ultimately selected for inclusion in the recommended plan and implementation program (Sections 5.0 and 6.0). The identification of projects is discussed, environmental considerations are presented, and the 2030 model evaluation of capacity adding projects is discussed.

4.1 Projection Identification and Review

The alternatives and policy framework provided the means for identifying alternatives to address current and long range transportation needs for Coweta County and its municipalities. The needs assessment provided the foundation for alternatives. The county's transportation needs were assessed through an analysis of existing conditions, specific study issues, and anticipated future growth. Existing conditions data, input from the public and local stakeholders, growth projections, coordination with the corresponding *Comprehensive Plan* development, and the identified transportation needs were all instrumental in developing transportation recommendations for Coweta County and the municipalities of Grantville, Haralson, Moreland, Newnan, Senoia, Sharpsburg, and Turin. Extensive community input from county and city staff, local stakeholders and the general public was received and reviewed. Projects listed in existing regional and local plans were also incorporated.

The screening factors utilized for prioritizing projects for the final CTP and Implementation Program included:

- Concurrence with the county's transportation vision, goals, and objectives;
- Providing increased mobility and access for the greatest population and employment growth areas;
- Potential environmental constraints; and
- Cost.

The following provides a discussion about the environmental and mobility screening considerations.

4.2 Environmental Considerations

A planning level screen of potential environmental concerns related to projects was conducted. The environmental screen was conducted in consideration of compliance required by various federal and state environmental laws and regulations. A summary of legislative and regulatory compliance factors is included in Appendix D. The following provides a brief overview of environmental considerations that have the potential to impact transportation projects in Coweta County.

4.2.1 Waters of the United States

Linear transportation projects in Georgia are always likely to encounter waters of the U.S. Due to the linear nature of stream and their associated wetlands, complete avoidance is often

impossible. A federal permit is required to discharge dredged or fill material into wetlands and other waters of the U.S. Longitudinal encroachments on streams are also possible and are considered a highly invasive impact. Any transportation project should try to avoid these encroachments.

4.2.2 Impaired Waterways

State records indicate several streams in Coweta County that are not meeting the Total Maximum Daily Load (TMDL) standards. Any roadway project crossing or adjacent to Cedar Creek, Panther Creek, the Chattahoochee River, Wahoo Creek, Snake Creek, Mineral Springs Branch, Turkey Creek, White Oak Creek, or New River would need to give special consideration to controlling pollutants that could enter these waterways. Permits requested for work near these areas are likely to face a higher level of consideration and restrictions.

4.2.3 Threatened and Endangered Species

Since an exhaustive search for the presence of threatened or endangered species within Coweta County is beyond the scope of this screening, a summary of the listed species potentially present within Coweta County is included in Table 4.1. Conducting species surveys during the appropriate season will insure the targeted species are visible. Floral species are often indistinguishable or not visible during non-flowering seasons. Impacts to waters of the U.S. could require that an aquatic survey be conducted to determine the presence of listed aquatic species.

Table 4.1 - Threatened and Endangered Species Listed for Coweta County

Common Name	Scientific Name	Federal Status	State Status	Habitat
Bald eagle	*Haliaeetus leucocephalus*	T	E	Inland waterways and estuarine areas in Georgia
Bay star-vine	*Schisandra glabra*	None	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods
Pink Lady Slipper	*Cypripedium acaule*	None	U	Upland oak-hickory-pine forests; piney woods
White fringeless orchid	*Platanthera integrilabia*	C	T	Red maple-blackgum swamps; also sandy damp stream margins; on seepy, rocky, thinly vegetated slopes. Also known as Monkey-face Orchid.
Bluestripe shiner	*Cyprinella callitaenia*	None	T	Brownwater streams
Gulf moccasinshell mussel	*Medionidus pencillatus*	E	E	Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots
Oval pigtoe mussel	*Pleurobema pyriforme*	E	E	River tributaries and main channels in slow to moderate currents over silty sand, muddy sand, sand, and gravel substrates
Purple bankclimber mussel	*Elliptoideus sloatianus*	T	T	Main channels of ACF basin rivers in moderate currents over sand, sand mixed with mud, or gravel substrates

Table 4.1 - Threatened and Endangered Species Listed for Coweta County

Common Name	Scientific Name	Federal Status	State Status	Habitat
Highscale shiner	*Notropis hypsilepis*	None	T	Blackwater and brownwater streams
Shiny-rayed pocketbook mussel	*Lampsilis subangulata*	E	E	Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay

Key: T = Threatened; E = Endangered; C = Candidate; U = Unusual
Source: U.S. Fish and Wildlife Service and Georgia Department of Natural Resources

4.2.4 Cultural Resources

The National Register of Historic Places lists numerous sites within Coweta County. There are several historic resources listed in the National Register of Historic Places near identified projects; however, only the Sargent Historic District, Goodwyn-Bailey House, and Dr. Robert L. and Sarah Alberta Smith House appear to be close enough to the proposed transportation projects and could possibly be affected. The Browns Mill Battlefield Park, located southwest of Newnan, includes a historic marker noting its status as a Georgia Historic Resource. While the exact boundaries of this property are yet to be determined, the location does not lie within the corridor of any CTP projects. In order to assure that all resources are identified and assessed for potential direct and indirect effects resulting from the implementation of any proposed undertaking, an intensive level survey would be required for each corridor.

4.2.5 Community Facilities

Community facilities such as religious properties, institutions, cemeteries, public parks, and recreation areas are considered part of the social environment and need to be identified within the impact region of a proposed undertaking under direct or indirect jurisdiction of an agency of the federal government. The consideration of these type resources is recorded in the environmental document prepared for compliance with the *National Environmental Policy Act (NEPA)*. The existing information on the corridor shows that there are no hospitals, three parks, no libraries, and six schools near proposed transportation projects. It is necessary to determine whether proposed projects would impact the operations and accessibility of these resources and how planning would minimize any assessed impacts to these resources.

4.3 Model Evaluation

The transportation demand analysis for the CTP used the ARC travel demand model for the year 2030. Several versions of this model were developed for analysis purposes and include scenarios that represent the ARC *Mobility 2030 Regional Transportation Plan*, the E+C network inclusive of the revised future land use (adopted January 2006), and a future year model that incorporates the proposed roadway network modifications. The following summarizes the evaluation of the model results.

A model run was conducted to measure the impacts of the proposed facility modification projects to the E+C network. This model incorporates facility projects for Coweta County that are listed in the *ARC 2011–2030 Regional Transportation Plan (RTP)* and additional projects

resulting from the 2030 E+C network evaluation. Significant facility modifications in this model beyond those listed in the E+C include:

- US 27 Alternate/State Route 16 – expand from existing two lanes to four lanes from the Carroll County line to SR 34 Bypass;
- SR 34 Bypass – construct and/or add lanes to complete a four-lane bypass south of the City of Newnan from SR 34 West to US 29/ US 27 Alternate;
- Poplar Road – expand from existing two lanes to four lanes from west of I-85 to SR 16;
- SR 16 – expand from existing two lanes to four lanes from SR 34 Bypass to Poplar Road and from the Spalding County line to Carl Williams Road;
- I-85 collector-distributor roads between SR 34 and US27A/29;
- I-85 Crossing between Bullsboro Drive/SR34 and Lower Fayetteville Road, connecting Newnan Bypass and Newnan Crossing Boulevard East;
- Senoia connector road between Rockaway Road and SR 74;
- SR 34 – expand from existing four lanes to six lanes from I-85 to SR 154;
- SR 154 – expand from existing two lanes to four lanes from US 29 to Willis Road;
- Vernon Hunter Parkway/McIntosh Trail – expand from existing two lanes to four lanes from SR 154 to the Fayette County line; and
- SR 16 Bypass – construct a new four-lane roadway from Carl Williams Road to Poplar Road.

Model analysis of the revised network indicates that expectant travel patterns remain consistent with the E+C network, as illustrated in Figure 4.1 for the county and Figure 4.2 for the City of Newnan. Similarly, several facilities within and around the City of Newnan continue to operate above the operating capacity. However, travel times improve from a regional perspective, particularly on major through corridors. I-85, from SR 34 to the Fulton County line does not show significant improvement in travel times as compared to the E+C network. This is primarily due to its role in serving inter- and intra-regional traffic for the Atlanta region. The I-85 collector-distributor system provides an alternative route for local traffic and decreases the lane volumes on I-85. This system also decreases travel demand for US 27A, Poplar Road and SR 16. This is primarily due to the interconnectivity of adjoining facilities and additional capacity. As a result, this facility becomes an attractive alternative route for residents of Coweta County for work and other related trip purposes. Overall, the new projects that have the potential to result in the greatest network benefits for inter- and intra-county travel—reduced congestion and improved travel times—are the capacity additions to SR 154, SR 34, I-85 collector-distributor system, and SR 34 Bypass.

Figure 4.1 - 2030 Volume to Capacity, Capacity-Adding Projects - Coweta County

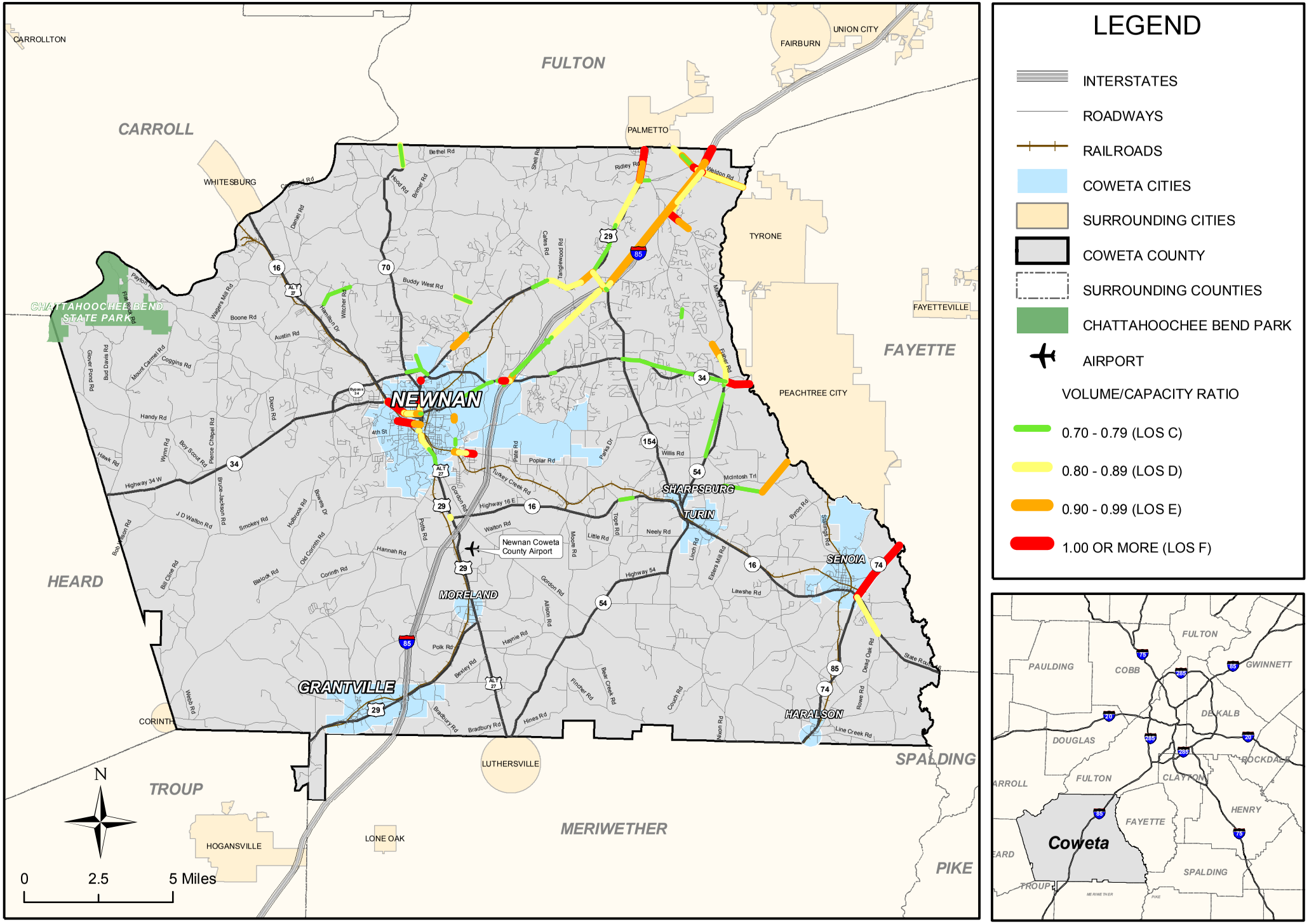
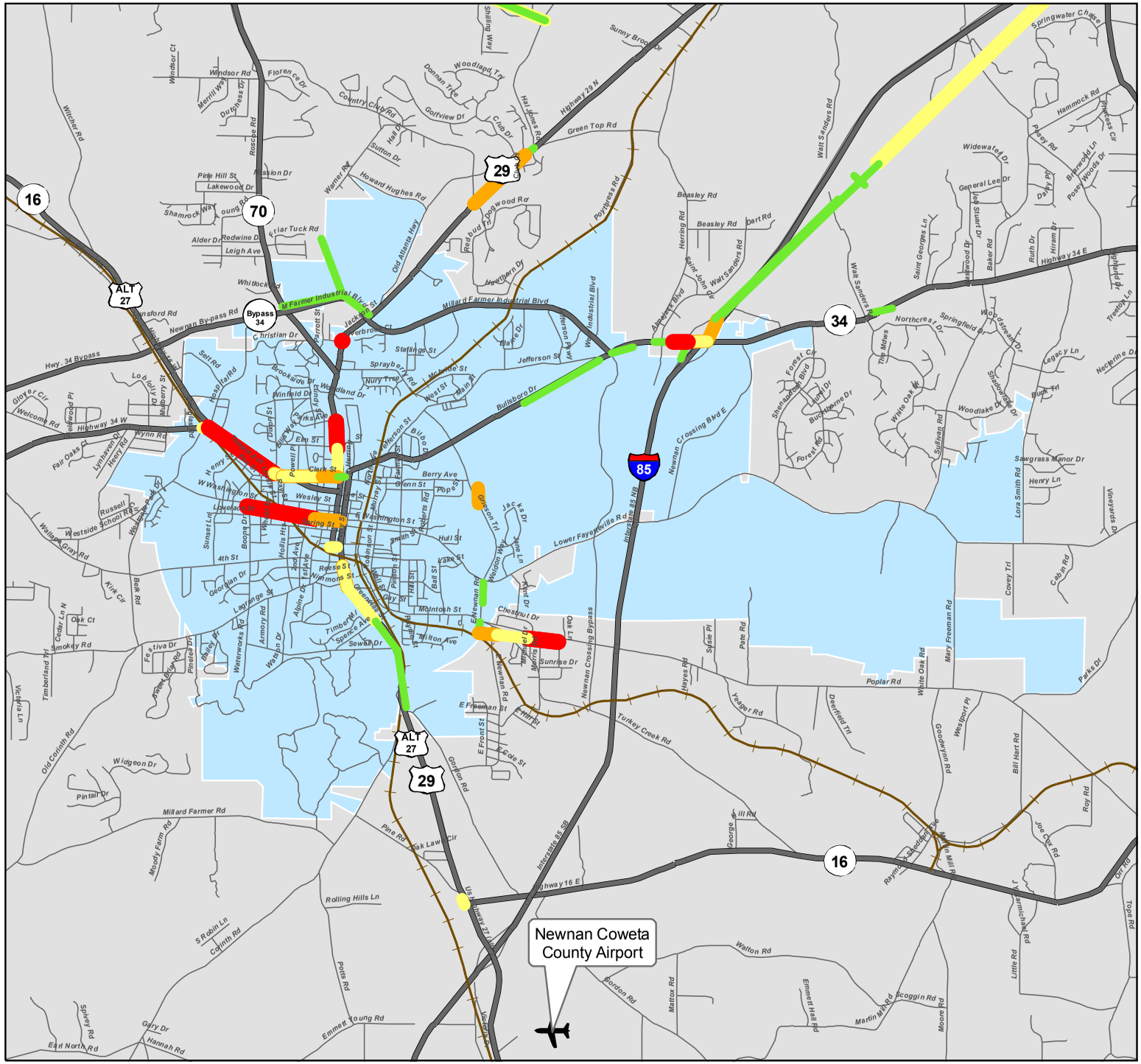


Figure 4.2 - 2030 Volume to Capacity, Capacity-Adding Projects - City of Newnan

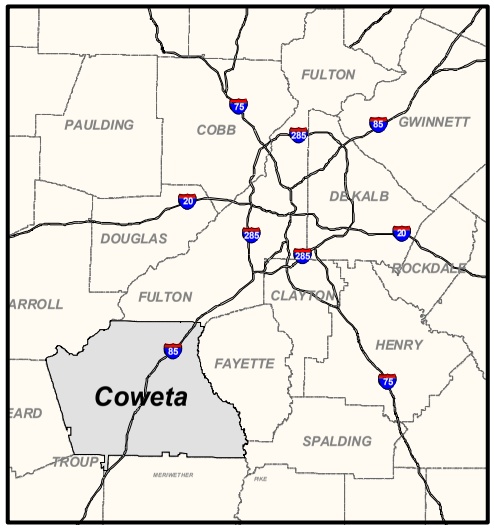


LEGEND

- INTERSTATES
- ROADWAYS
- RAILROADS
- CITY OF NEWNAN
- SURROUNDING COUNTIES
- COWETA COUNTY
- AIRPORT

VOLUME/CAPACITY RATIO

- 0.70 - 0.79 (LOS C)
- 0.80 - 0.89 (LOS D)
- 0.90 - 0.99 (LOS E)
- 1.00 OR MORE (LOS F)



5.0 Recommendations

The Coweta County Joint CTP recommendations include specific projects and broad strategies or policies for future implementation. The plan's horizon is year 2030. The projects presented in this section include existing projects in the ARC *Mobility 2030* plan, Coweta County's *2007-2012 Special Purpose Local Option Sales Tax (SPLOST)* program, and newly identified projects generated through the CTP needs assessment and project identification process.

The types of projects fall into three major categories: mobility, multimodal, and maintenance. Mobility projects consist of roadway capacity projects, operations project, intersection, and interchange projects. Multimodal projects consist of projects to address non-roadway needs such as bicycle facilities, pedestrian facilities, parking and public transportation. Maintenance projects are bridge rehabilitation or replacement projects.

A number of factors went into the development of recommendations for the CTP which include:

- CTP vision and goals
- Data analysis and technical considerations
- *Coweta County Comprehensive Plan, Future Development Map*
- Input and guidance from the county, municipalities, and planning partners
- Public and community input
- Balance of needs and resources

Due to the importance placed by the county on the coordinated development of the CTP with the *Comprehensive Plan*, a number of related factors were considered. The *Comprehensive Plan* included five goals:

1. Natural Resources: Preserve and conserve greenspace, open space and natural resources.
2. Transportation: Improve the existing transportation systems and prepare for anticipated growth.
3. Economic Development: Effectively promote appropriate economic development
4. Sense of Place: Preserve valued elements of community character to create a better sense of place.
5. Planning and Development Process: Improve planning and development process.

Based on these goals, four future development scenarios were developed and presented for consideration: current trends, village centers, rural preservation, and economic development. In January 2006, the Board of Commissioners adopted a future development map that most closely represented the village centers scenario, but also incorporated elements from other scenarios. Development of the CTP recommendations considered the land use for the horizon year of 2026 for the *Comprehensive Plan* and CTP horizon year of 2030. For a more detailed discussion of the adopted development map, refer to the *Strategic Framework Plan* in Appendix B.

To ensure that the CTP recommendations were comprehensive and reflect community and regional needs, a number of actions were taken for the preliminary draft CTP report review that included:

- Presentation to the Coweta County Board of Commissioners
- Posting on the county website
- Individual meetings with each of the seven municipalities
- Stakeholder Committee meeting
- Presentation at a public meeting
- Presentation at a Coweta County Intergovernmental meeting
- Other coordination meetings

Based on input received through this process, a number of modifications were made to the document which included addition of and clarification to policies, strategies and projects as well as modification to the implementation program, based on critical needs.

The policies, strategies, and programs for the county to consider range from bicycle facility policies to Transportation Demand Management (TDM) programs. In general, these recommendations apply to the county and the municipalities equally. In some instances the county and/or municipalities may have institutional, legislative, or regulatory concerns that should be considered prior to adopting these recommendations.

5.1 Projects by Originating Source

The projects herein are listed by source: ARC, Coweta County SPLOST, or CTP. Roadway capacity, operations, and intersection are illustrated in the accompanying figures. SPLOST and CTP bridge projects and multimodal projects are not illustrated. Table 5.1 lists projects that are currently programmed or planned in the ARC *Mobility 2030 RTP*, which includes the *2006-2011 TIP*. Figure 5.1 illustrates roadway RTP and TIP projects for the county and Figure 5.2 for the City of Newnan. Table 5.2 lists projects included in Coweta County's *2007-2012 SPLOST*, which was approved by Coweta voters on March 21, 2006. Table 5.3 lists new projects for the county and its municipalities that have originated in the CTP process. Figure 5.3 illustrates all intersection and interchange projects from ARC, the SPLOST, and CTP for the county and Figure 5.4 for the City of Newnan. Figure 5.5 illustrates new capacity-adding and operational projects from the CTP for the county and Figure 5.6 for the City of Newnan. Figure 5.7 illustrates all (both RTP and new) capacity-adding and operational projects for the county and Figure 5.8 for the City of Newnan.

Currently only one project is included in the aspirations plan, widening of US 29. The project details are included in Appendix E.

Table 5.1 - ARC Mobility 2030 Programmed and Long Range Projects for Coweta County

Description			Project Specifications						
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Project Source**	**Jurisdiction / Sponsor**	**Estimated Cost**	**ARC Project #**	**Network Year**
Commuter Rail: Atlanta to Senoia			Transit Facilities		ARC RTP (Aspirations)		$188,800,000	AR-246	
Park and Ride Lot for Xpress Bus Service	In the vicinity of Newnan		Transit Facilities	N/A	ARC TIP FY 2006-2011		$2,300,000	AR-614	2010
5307 allocation for Coweta County, FY 2007-2011			Transit Facilities	N/A	ARC TIP FY 2006-2011	Coweta County	$691,559	AR-CW-5307	2015
SR 34 Bypass	SR 16/US 27A	Jefferson Parkway [See also CW-006B]	Widen 2 to 4 lanes	3.4	ARC TIP FY 2006-2011	GDOT	$13,666,000	CW-006A	2010
SR 34 Bypass	Jefferson Parkway	SR 34 (Bullsboro Drive) East of Newnan [See also CW-006A]	Widen 2 to 4 lanes	0.62	ARC TIP FY 2006-2011	GDOT	$8,308,000	CW-006B	2010
SR 34 Bypass	US 29/27 Alt At SR 16	Turkey Creek Road	New 4-lane roadway	1.6	ARC TIP FY 2006-2011	Coweta County	$8,140,000	CW-007	2010
SR 74/85	Central of Georgia Line Between SR 16 and Seavy Street		Bridge Upgrade	<1	ARC TIP FY 2006-2011	GDOT	$1,610,000	CW-028	2010
SR 74/85	CSX Rail Line Between Old Highway 85 and Hardy Road		Bridge Upgrade	<1	ARC TIP FY 2006-2011	GDOT	$1,402,000	CW-029	2010
SR 54	Shoal Creek		Bridge Upgrade	<1	ARC TIP FY 2006-2011	GDOT	$1,113,000	CW-030	2015
SR 74	Line Creek At Coweta / Fayette County Line		Bridge Upgrade	<1	ARC TIP FY 2006-2011	GDOT	$2,910,000	CW-031	2010
Lower Fayetteville Road	Greison Trail	Fisher Road	Roadway Operational Upgrade	9.8	ARC TIP FY 2006-2011	GRTA	$6,000,000	CW-032	2010

Table 5.1 - ARC Mobility 2030 Programmed and Long Range Projects for Coweta County

Description			Project Specifications						
Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Project Source	Jurisdiction / Sponsor	Estimated Cost	ARC Project #	Network Year
Coweta County Intersection Improvements, Phase I: SR 16 at Witcher Road/Glover Road; SR 154 at Hammock Road; SR 154 at Vaughn Road; US 29 at Tanglewood Road; US 29 at Hal Jones Road/Greentop Road			Roadway Operational Upgrade	<1	ARC TIP FY 2006-2011	GRTA	$1,800,000	CW-033A	2010
Coweta County Intersection Improvements, Phase II: SR 54 at Stewart Road/Reese Road; SR 54/154 at McIntosh Trail			Roadway Operational Upgrade	<1	ARC TIP FY 2006-2011	GRTA, GDOT	$325,000	CW-033B1	2010
Coweta County Intersection Improvements, Phase III:SR 54 at Gordon Road;US 29 at Pine Road;SR 154 at Lower Fayetteville Road			Roadway Operational Upgrade	<1	ARC TIP FY 2006-2011	GRTA	$1,500,000	CW-033C	2010
SR 16	I-85 South	US 29 - Design Phase Will Include Access Management Plan [See also CW-007]	Widen 2 to 4 lanes	0.5	ARC TIP FY 2006-2011	Coweta County	$1,306,000	CW-034	2010
US 27 Alternate (Carrollton Highway)	Chattahoochee River		Bridge Upgrade	<1	ARC TIP FY 2006-2011	GDOT	$7,238,000	CW-035	2010
Amlajack Boulevard Extension	Current Terminus In Shenandoah Industrial Park	Proposed Interchange at I-85 South [See Also CW-AR-004]	New 2-lane roadway	1	ARC TIP FY 2006-2011	Coweta County	$6,450,000	CW-037	2020

Table 5.1 - ARC Mobility 2030 Programmed and Long Range Projects for Coweta County

Description			Project Specifications						
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Project Source**	**Jurisdiction / Sponsor**	**Estimated Cost**	**ARC Project #**	**Network Year**
McIntosh Trail	SR 54	TDK Boulevard Extension [See Also FA-253]	Widen 2 to 4 lanes	3.88	ARC 2030 RTP	Coweta County	$2,280,000	CW-038	2020
Collinsworth Road	Weldon Road	Palmetto City Limits at Coweta / Fulton County Line [See also FA-106]	Widen 2 to 4 lanes	0.96	ARC 2030 RTP	Coweta County	$2,747,600	CW-040	2030
East Washington Street Extension, Phase I**	Farmer Street	Newnan Crossing Bypass	New 4-lane roadway	2	ARC 2030 RTP	City of Newnan	$3,000,000**	CW-041	2030
East Washington Street Extension, Phase II**	Farmer Street	Newnan Crossing Bypass	New 4-lane roadway	2	ARC 2030 RTP	City of Newnan	$2,395,000**	CW-041**	2030
Green Top Road (CR 41)	CSX R/R		Bridge Upgrade	<1	ARC TIP FY 2006-2011	GDOT	$781,000	CW-042	2015
Cannon Road (CR 130)	White Oak Creek		Bridge Upgrade	<1	ARC TIP FY 2006-2011	GDOT	$647,000	CW-043	2015
I-85 South	SR 34 (Bullsboro Drive)	US 29/27A	Widen 4 to 6 lanes	11.4	ARC TIP FY 2006-2011	GDOT	$119,000,000	CW-AR-001	2010
I-85 South	US 29/27A	Just South of US 29/SR 14 (Jefferson Davis Memorial Highway) Exit	Widen 4 to 6 lanes	7.35	ARC 2030 RTP	GDOT	$48,000,000	CW-AR-002	2025
I-85 South	Poplar Road - New Interchange		Interchange capacity	<1	ARC 2030 RTP	Coweta County	$6,800,000	CW-AR-003	2020
I-85 South	Amlajack Boulevard / Walt Sanders Memorial Drive - New Interchange [See Also CW-037]		Interchange capacity	<1	ARC 2030 RTP	Coweta County	$6,800,000	CW-AR-004	2020
I-85 South Noise Barriers	SR 154 (Sharpsburg-McCollum Road)	Collinsworth Road (CR 548) [See also CW-AR-006B]	Other	5.11	ARC TIP FY 2006-2011	GDOT	$7,000,000	CW-AR-006	2015

** East Washington Street Extension project changed by Newnan into two phases.

Table 5.1 - ARC Mobility 2030 Programmed and Long Range Projects for Coweta County

Description			Project Specifications						
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Project Source**	**Jurisdiction / Sponsor**	**Estimated Cost**	**ARC Project #**	**Network Year**
I-85 South	SR 34 (Bullsboro Drive) - Add Loop Ramp From SR 34 Eastbound To I-85 Northbound		Interchange capacity	<1	ARC TIP FY 2006-2011	GDOT	$14,285,000	CW-AR-007	2010
Senoia Multi-use Trail	Senoia City Park	Leroy Johnson Park Ball field	Multi-Use Bike/Ped Facility	1.3	ARC TIP FY 2006-2011	City of Senoia	$338,580	CW-AR-BP001	2010
Collinsworth Road / Palmetto Road	I-85/Collinsworth Road Interchange in Coweta County	SR 74/Joel Cowan Parkway in City of Tyrone	Widen 2 to 4 lanes	3.5	ARC 2030 RTP	Coweta County/ GDOT	$16,502,000	FA-106	2030
US 29/Main Street One-Way Pair	South of Palmetto City Limits	SR 154/Cascade Palmetto Highway	Widen 2 to 4 lanes, One-way pair	1.5	ARC 2030 RTP	Palmetto	$6,630,000	FS-050	2020
TDK Boulevard Extension	McIntosh Trail in Coweta County	Intersection of TDK Boulevard and Dividend Drive [See Also CW-038]	New 2-lane roadway	3.4	ARC TIP FY 2006-2011	Fayette County	$4,128,200	FA-253	2010

Figure 5.1 - ARC RTP and TIP Projects - Coweta County

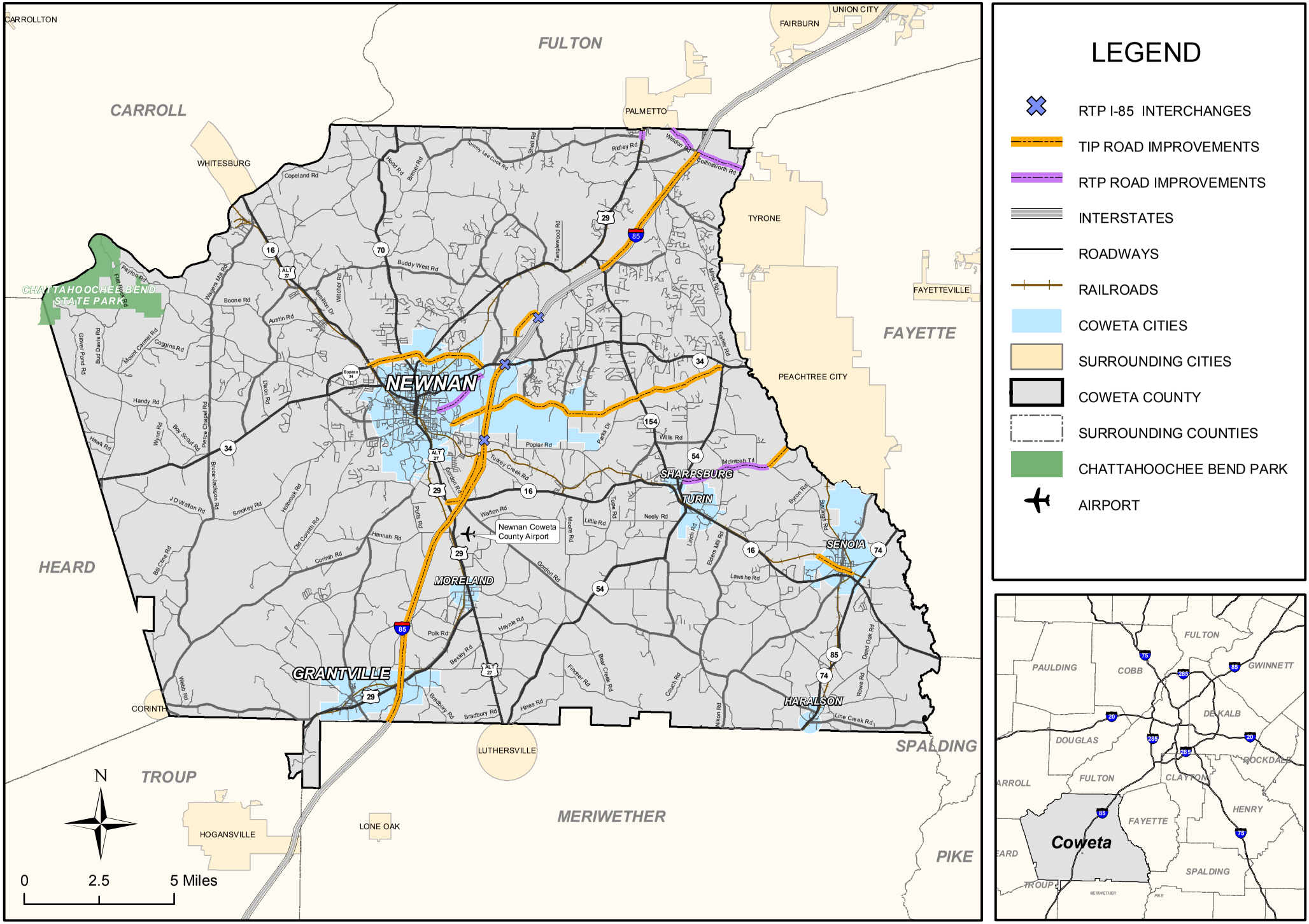
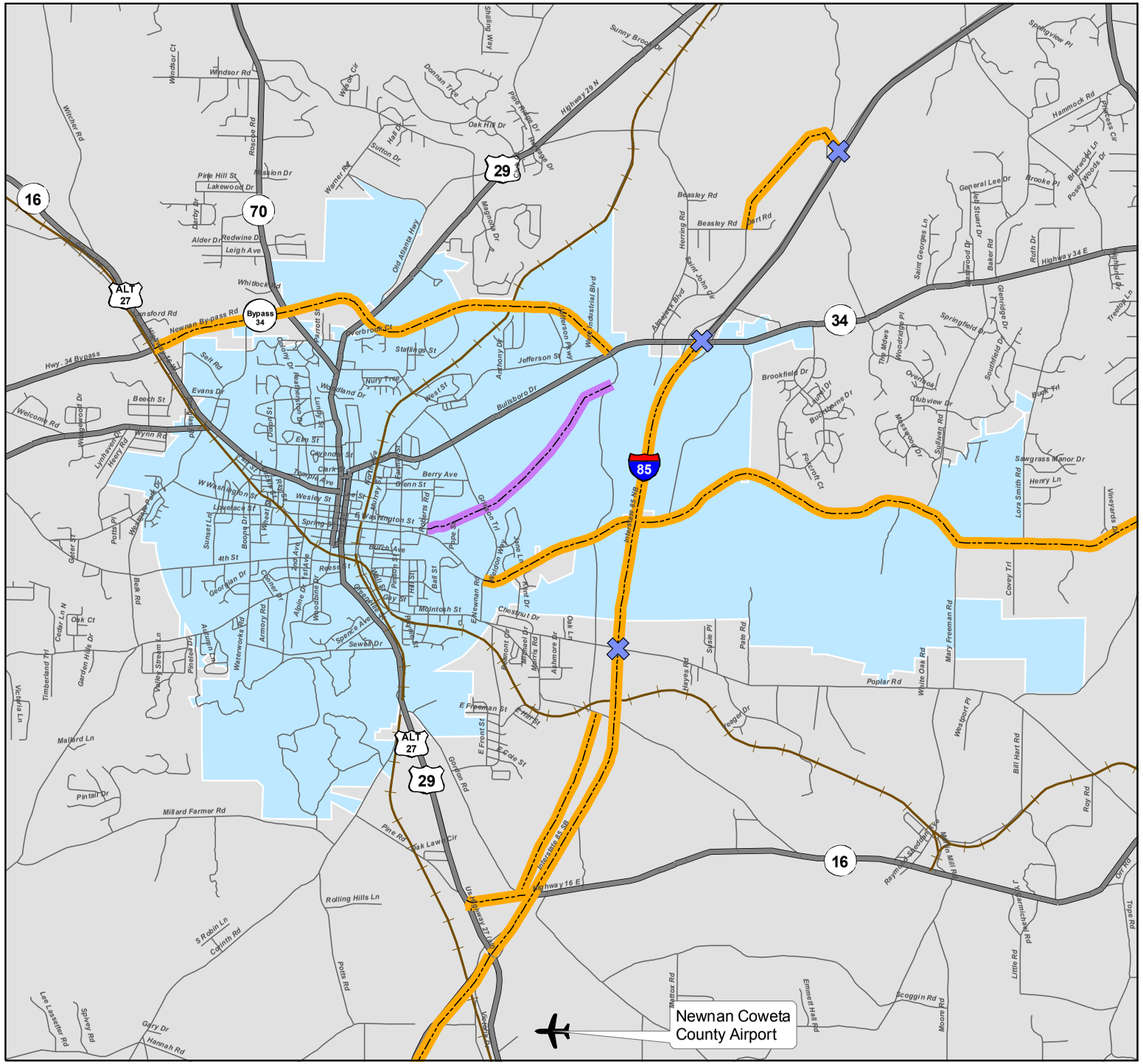


Figure 5.2 - ARC RTP and TIP Projects - City of Newnan



LEGEND

- RTP I-85 INTERCHANGES
- TIP IMPROVEMENTS
- RTP ROAD IMPROVEMENTS
- INTERSTATES
- ROADWAYS
- RAILROADS
- COWETA CITIES
- SURROUNDING CITIES
- SURROUNDING COUNTIES
- COWETA COUNTY
- AIRPORT

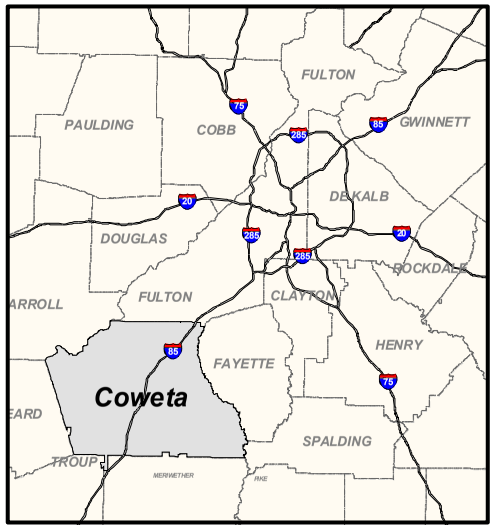


Table 5.2 - Coweta County 2007-2012 SPLOST Intersection and Bridge Projects

Map ID #	Description		Project Specifications			
	Roadway / Location	From / At	Project Category	Jurisdiction / Sponsor	Estimated Cost	Network Year
2	Fischer Road (CR 40)	Raymond Hill Road (CR 32), Major Road (CR 33), Shaw Road (CR 36)	Intersection	Coweta County	$1,005,000	2015
3	Fischer Road (CR 40)	Andrew Bailey Road (CR 48)	Intersection	Coweta County	$420,000	2015
4	Gordon Road (CR 547)	Elders Mill Road (CR 76)	Intersection	Coweta County	$413,000	2015
5	Gordon Road (CR 547)	Martin Mill Road	Intersection	Coweta County	$317,000	2015
7	Lower Fayetteville Road (CR 546)	Lora Smith	Intersection	Coweta County	$415,000	2015
8	Lower Fayetteville Road (CR 546)	Parks Road	Intersection	Coweta County	$415,000	2015
9	Corinth Road (CR 261)	West Grantville Road (CR 555), Earl North Road (CR 235)	Intersection	Coweta County	$580,000	2015
10	Poplar Road (CR 103)	Turkey Creek Road (CR 122), East Newnan Road (CR 105)	Intersection	Coweta County/ Newnan	$546,000	2015
11	Poplar Road (CR 103)	Mary Freeman Road (CR 62)	Intersection	Coweta County	$590,000	2015
12	Poplar Road (CR 103)	Parks Road (CR 61)	Intersection	Coweta County	$411,000	2015
14	Rock House Road (CR 144)	Old Highway 85 (CR 550)	Intersection	Coweta County	$408,000	2015
15	SR 154/McCollum-Sharpsburg Road	George Coggin Road (CR 52)	Intersection	Coweta County	$445,000	2015
16	SR 16	Macedonia Road (CR 557)	Intersection	Coweta County	$669,000	2015
17	SR 16	Elders Mill Road (CR 76), Standing Rock Road (CR 76)	Intersection	Coweta County	$536,000	2015
18	SR 16	Turkey Creek Road (CR 122)	Intersection	Coweta County	$393,000	2015
19	Old Corinth Road (CR 554)	Belk Road, Smokey Road	Intersection	Coweta County	$865,000	2015
21	SR 34	Lora Smith Road	Intersection	Coweta County	$202,000	2015
22	SR 34/Franklin Highway	Welcome Road	Intersection	Coweta County	$410,000	2015
23	SR 34/Franklin Highway	Pete Davis Road (CR 273), Thigpen Road (CR 273)	Intersection	Coweta County	$220,000	2015
24	SR 54	Johnson Road	Intersection	Coweta County	$492,000	2015
25	SR 70/Roscoe Road	Macedonia Road (CR 557), Buddy West Road (CR 557)	Intersection	Coweta County	$615,000	2015
31	Weldon Road (CR 552)	Collinsworth Road (CR 548)	Intersection	Coweta County	$482,000	2015
34	Palmetto-Tyrone Road (CR 462)	Fischer Road (CR 552), Canongate Road (CR 465)	Intersection	Coweta County	$435,000	2015

Table 5.2 - Coweta County 2007-2012 SPLOST Intersection and Bridge Projects

Map ID #	Description		Project Specifications			
	Roadway / Location	From / At	Project Category	Jurisdiction / Sponsor	Estimated Cost	Network Year
Not mapped	Al Roberts Road (CR 169)	White Oak Creek	Bridge	Coweta County	$370,500	2015
	Bobo Banks Road (CR 214)	Messiers Creek	Bridge	Coweta County	$376,300	2015
	Bohannon Road (CR 239)	Messiers Creek	Bridge	Coweta County	$386,100	2015
	Bradbury Road (CR 209)	Yellow Jacket Creek	Bridge	Coweta County	$637,600	2015
	Cannon Road (CR 130)	White Oak Creek	Bridge	Coweta County	$828,600	2015
	Corinth Road (CR 554)	New River	Bridge	Coweta County	$711,600	2015
	Gordon Road (CR 547)	White Oak Creek	Bridge	Coweta County	$1,130,400	2015
	Green Top Road (CR 41)	CSX Railroad	Bridge	Coweta County	$495,500	2015
	Henry Bryant Road (CR 317)	Wahoo Creek	Bridge	Coweta County	$424,100	2015
	Holbrook Road (CR 263)	Sandy Creek	Bridge	Coweta County	$620,700	2015
	J. D. Walton Road (CR 249)	Caney Creek	Bridge	Coweta County	$370,500	2015
	Lower Fayetteville Road (CR 546)	Rock Bridge/Shoal Creek Tributary.	Bridge	Coweta County	$447,300	2015
	Lower Fayetteville Road (CR 546)	Shoal Creek	Bridge	Coweta County	$664,500	2015
	Luther Bailey Road (CR 157)	Double Branch	Bridge	Coweta County	$401,500	2015
	Luther Bailey Road/Cox Road (CR 157)	Dead Oak Creek	Bridge	Coweta County	$354,000	2015
	McIntosh Trail (CR 55)	Keg Creek	Bridge	Coweta County	$286,300	2015
	Minnie Sewell Road (CR 351)	Yellow Jacket Creek	Bridge	Coweta County	$693,800	2015
	Moore Road (CR 129)	White Oak Tributary	Bridge	Coweta County	$286,300	2015
	Moore Road (CR 129)	Little White Oak Creek	Bridge	Coweta County	$370,500	2015
	Mt. Carmel Road (CR 285)	Thomas Creek	Bridge	Coweta County	$374,700	2015
	Ragsdale Road (CR 138)	Pine Creek	Bridge	Coweta County	$283,200	2015
	Reese Road (CR 71)	Keg Creek	Bridge	Coweta County	$262,300	2015
	Sewell Mill Road (CR 307)	Cedar Creek	Bridge	Coweta County	$1,031,600	2015

Table 5.3 - New Coweta County Transportation Projects

Map ID #	Description			Project Specifications				
	Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor	Estimated Cost	Network Year
C-1	SR 16	Location in Carroll County	SR 34 Bypass	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	7	Coweta County/ GDOT	$19,404,000	2030
C-2	Ishman Ballard Road	Smokey Road	SR 34	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	1.7	Coweta County	$4,715,000	2030
C-3	Southwest Newnan Bypass	US 29	Smokey Road at Ishman Ballard Road	New 4-lane roadway 44-foot grass median with bicycle lanes	4.5	Coweta County	$23,285,000	2030
C-4	US 29 Bypass	US 27 Alternate near Moccasin Road	US 29 at proposed Newnan Crossing Blvd. East Extension	New 2 lane roadway 24-foot pavement with bicycle lanes	3	Moreland/ GDOT	$8,316,000	2030
C-5	SR 16	I-85	Poplar Road	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	5.3	Coweta County/ GDOT	$13,712,000	2030
C-6	Poplar Road (CR 103)	Newnan Bypass	SR 16	Widening 2 to 4 lanes 14-foot flush median	4.8	Coweta County	$12,419,000	2020
C-7	Newnan Crossing Boulevard Extension	Poplar Road	US 29	New 4-lane 44-foot grass median	3	Coweta County	$14,414,000	2020
C-8	SR 16 Bypass	Poplar Road	SR 16/Carl Williams Road	New limited access 4-lane 44-foot grass median with bicycle lanes	11	Coweta County/ GDOT	$56,918,000	2030
C-9	SR 16	Carl Williams Road	Location in Spalding County	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	1.5	Coweta County/ GDOT	$4,158,000	2030
C-10	SR 154	Willis Road	SR 34	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	3.6	Coweta County/ GDOT	$18,248,000	2030
C-11	SR 34	I-85	SR 154	Widen 4 to 6 lanes with bicycle lanes	3.9	Newnan, Coweta County/ GDOT	$12,355,000	2030

Table 5.3 - New Coweta County Transportation Projects

Map ID #	Description			Project Specifications				
	Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor	Estimated Cost	Network Year
C-12	SR 154	SR 34	US 29	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	3.3	Coweta County/ GDOT	$10,454,000	2020
C-13	New roadway connector	SR 34 at Summit	Buddy West Road	New 4-lane 44-foot grass median with bicycle lanes	4	Coweta County	$23,654,000	2030
C-14	Coweta County Industrial Park Connector Road (through Patillo)	Amlajack Boulevard Extension	SR 154	New 2 lane roadway 24-foot pavement	3.8	Coweta County	$11,237,000	2010
C-16	East Sharpsburg Connector	SR 16	McIntosh Trail	New 2 lane roadway 24-foot pavement	2.6	Coweta County	$6,727,000	2030
C-17	SR 34 Bypass	SR 34	SR 16	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	2	Coweta County/ GDOT	$5,544,000	2030
C-18	I-85	SR 34	US 29/27A	New north-and southbound collector-distributor system	5.5	Coweta County/ GDOT	$39,641,000	2030
C-19	New I-85 Crossing and Connection between Bullsboro Road/SR 34 and Lower Fayetteville Road	Newnan Bypass	Newnan Crossing East Boulevard	New 4 lane roadway and bridge over I-85	0.5	Newnan	$5,920,000	2030
C-20	New Roadway north of Senoia	Rockaway Road	SR 74	New 2 lane roadway	1	Senoia	$4,144,000	2020
OP-1	Macedonia Road/Buddy West Road	SR 16	SR 34	Operational upgrade	5.9	Coweta County	$7,632,000	2030
OP-2	Rockaway Road	City of Senoia	Location in Fayette County	Operational upgrade	1.9	Senoia, Coweta County	$2,458,000	2020
OP-3	Fischer Road (CR 40)	SR 54	Palmetto-Tyrone Road	Operational upgrade	6.4	Coweta County	$8,278,000	2020
OP-4	Canongate Road	Palmetto-Tyrone Road	Collinsworth Road (CR 548)	Operational upgrade, with intersection realignment at Collinsworth Road	1.8	Coweta County	$3,375,000	2020

Table 5.3 - New Coweta County Transportation Projects

Map ID #	Description			Project Specifications				
	Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor	Estimated Cost	Network Year
OP-5	Elders Mill Road	SR 16	SR 16 Bypass	Operational upgrade	0.8	Coweta County	$1,449,000	2030
OP-6	Stallings Road	Emmett Freeman Road	McIntosh Trail	Operational upgrade	2.2	Coweta County	$3,984,000	2030
OP-7	Reese Road	McIntosh Trail	SR 54	Operational upgrade	1.2	Coweta County/ Sharpsburg	$2,174,000	2030
OP-8	Marion Beavers Road	SR 16	SR 154	Operational upgrade	1.6	Coweta County	$2,898,000	2030
OP-9	Willis Road/ Stewart Road	SR 154	SR 54	Operational upgrade	1.6	Coweta County	$2,898,000	2030
OP-10	SR 54	Old Highway 16	SR 34	Operational upgrade	4.3	Coweta County/ Sharpsburg/ GDOT	$7,787,000	2030
OP-11	SR 154	Old Highway 16	Willis Road	Operational upgrade	1.2	Coweta County/ GDOT	$2,174,000	2030
OP-12	SR 154	Old Highway 16	SR 54	Operational upgrade	0.6	Sharpsburg/ Coweta County/ GDOT	$1,120,000	2030
OP-13	Wagers Mill Road	Boone Road	SR 16/Alt 27	Operational upgrade	3.5	Coweta County	$6,342,000	2020
OP-14	Boone Road	Payton Road	Wagers Mill Road	Operational upgrade	1.5	Coweta County	$2,730,000	2020
OP-15	Payton Road	Mt. Carmel Road	Boone Road	Operational upgrade	0.4	Coweta County	$728,000	2020
OP-16	Mt. Carmel Road	Bud Davis Road	Payton Road	Operational upgrade	3	Coweta County	$5,446,000	2020
OP-17	Bud Davis Road	Mt. Carmel Road/Hewlette South Road	Park entrance	Operational upgrade	1.9	Coweta County	$3,444,000	2020
OP-18	Thomas Powers Road/Hewlette South Road	SR 34	Bud Davis Road	Operational upgrade	3	Coweta County	$5,446,000	2020
OP-19	US 29/27A	SR 16	Newnan Crossing East Boulevard Extension	Operational upgrade	0.7	Coweta County/ GDOT	$1,274,000	2020
OP-20	Old Jefferson Street	Greison Trail	Bullsboro Road/SR 34	Operational upgrade	1.5	Newnan	$3,075,000	2010
Not Mapped	Coweta County (inc. cities)			Signage Inventory and Wayfinding Study		Coweta County and Cities	$100,000	2010

Table 5.3 - New Coweta County Transportation Projects

Map ID #	Description			Project Specifications				
	Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor	Estimated Cost	Network Year
1	Greenville Street	Sewell Road		Intersection modification With Four Left Turn Lanes		Newnan	$605,000	2020
6	Jackson Street	Sprayberry Road/Roscoe Road		Intersection modification With Realignment and Four Left Turn Lanes		Newnan	$935,000	2010
13	Sprayberry Road	Old Jefferson Street, Greison Trail		Intersection modification With Four Left Turn Lanes		Newnan	$605,000	2020
20	SR 16	SR 54		Intersection modification		Turin/GDOT	$605,000	2010
26	US 29	LaGrange Street		Intersection modification with Two Left Turn Lanes		Grantville	$495,000	2010
27	SR 154	Terrentine Street		Intersection modification		Sharpsburg/ Coweta County/ GDOT	$757,000	2010
28	US 29	Tommy Lee Cook Road		Intersection modification With Four Left Turn Lanes		Coweta County/ GDOT	$688,000	2020
29	US 29	Church Street (Moreland)		Intersection modification With Two Left Turn Lanes		Moreland/ GDOT	$688,000	2020
30A	US 29	Camp Street		Intersection modification (turning radii)		Moreland/ GDOT	$200,000	2020
30B	US 29	Main Street		Intersection modification (turning radii)		Moreland/ GDOT	$200,000	2030
30C	US 29	Ball Street		Intersection modification (turning radii)		Moreland/ GDOT	$200,000	2030
30D	US 29	Carroll Street		Intersection modification (turning radii)		Moreland/ GDOT	$200,000	2030
32	US 29	Lone Oak		Intersection modification with Two Left Turn Lanes		Grantville	$495,000	2010
33	US 29	Lowery Road		Intersection modification with Two Left Turn Lanes		Grantville	$495,000	2010
35	SR 154	Old Highway 16		Intersection modification with Two Left Turn Lanes		Coweta County/ Sharpsburg/ GDOT	$605,000	2010

Table 5.3 - New Coweta County Transportation Projects

Map ID #	Description			Project Specifications				
	Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor	Estimated Cost	Network Year
36	SR 16	Pylant Street		Intersection modification with Two Left Turn Lanes		Senoia/ GDOT	$495,000	2020
37	SR 16 East	Broad Street		Intersection modification With Four Left Turn Lanes		Senoia/ GDOT	$605,000	2020
38	SR 16 East	SR 74		Intersection modification with Two Left Turn Lanes		Senoia/ GDOT	$495,000	2020
39	SR 34 West	SR 34 Bypass, Ishman Ballard Road		Intersection modification With Four Left Turn Lanes		Coweta County/ GDOT	$605,000	2020
40	SR 74	Gordon Road		Intersection modification With Four Left Turn Lanes		Haralson/GDOT	$605,000	2030
41	SR 85	Seavy Street		Intersection modification with Two Left Turn Lanes		Senoia/ GDOT	$495,000	2030
42	Line Creek Road	Shaddix Road		Intersection modification		Haralson	$200,000	2020
43	I-85 South, southbound exit interchange ramp	SR 154		Interchange modification	1,900 LF	Coweta County/ GDOT	$665,000	2010
44	I-85 South, southbound interchange ramp	SR 34		Interchange modification	1,020 LF	Coweta County/ GDOT	$490,000	2010
45	Greenville Street/ US 29/27A	Spence Avenue		Intersection modification		Newnan	$1,585,000	2010
46	Line Creek Road	Main Street		Intersection modification		Haralson	$200,000	2020
Not Mapped	Coweta County (inc. cities)	Countywide		Comprehensive Bicycle Facility Plan		Coweta County and Cities	$70,000	2010
Not Mapped	Newnan	Within city limits		Parking study		Newnan	$45,000	2020
Not Mapped	Grantville	Within city limits		Sidewalks	0.1	Grantville	$39,000	2010
Not Mapped	Moreland	Within city limits		Sidewalks	0.4	Moreland	$155,000	2010
Not Mapped	Newnan	Within city limits		Sidewalks	15	Newnan	$4,840,000	2010

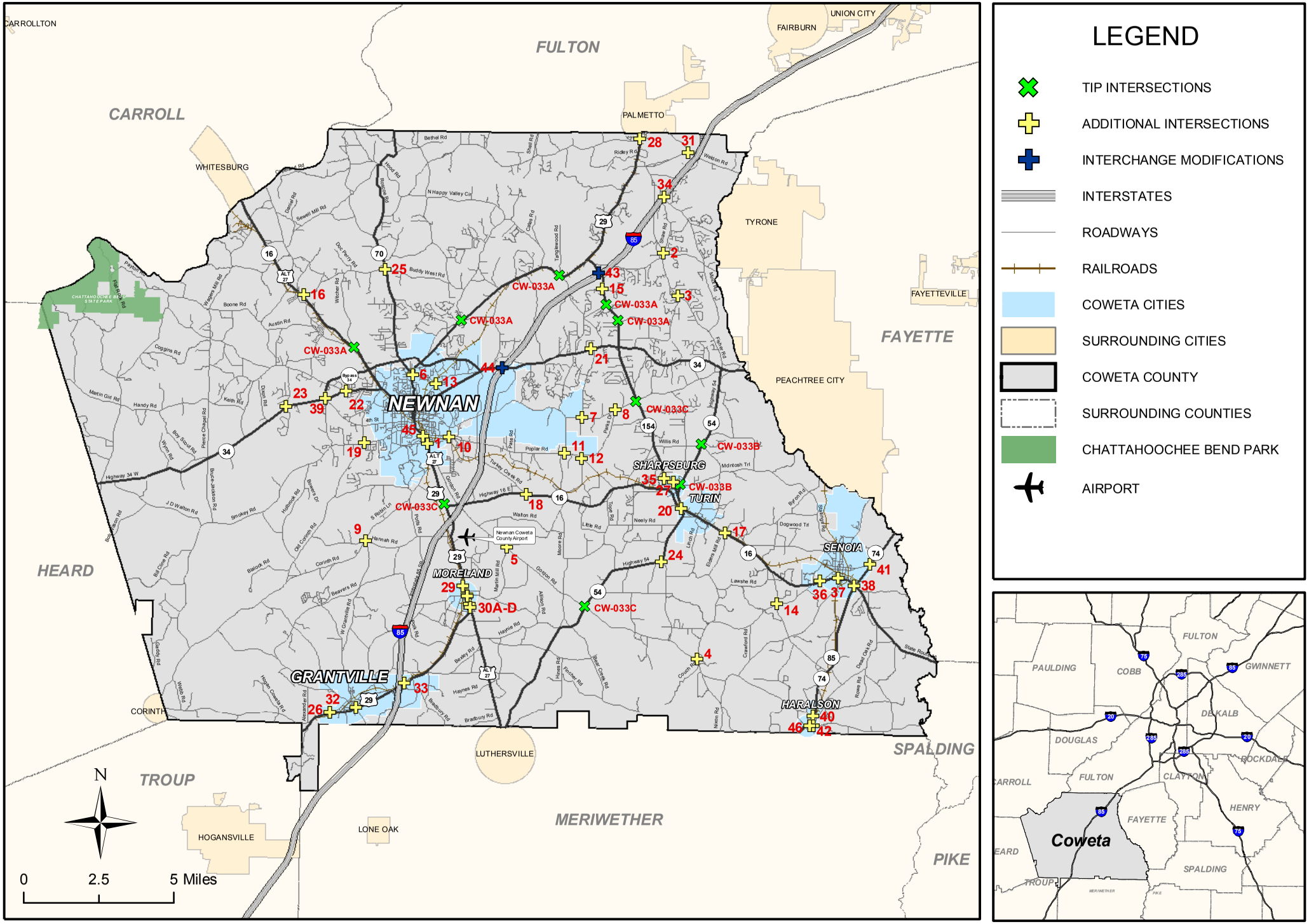
Table 5.3 - New Coweta County Transportation Projects

Map ID #	Description			Project Specifications				
	Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor	Estimated Cost	Network Year
Not Mapped	Senoia	Within city limits		Sidewalks	0.7	Senoia	$271,000	2010
Not Mapped	Sharpsburg	Within city limits		Sidewalks	3.5	Sharpsburg	$1,150,000	2020
Not Mapped	Sharpsburg	Within city limits		Multi-use Trail System		Sharpsburg	$1,000,000	2020
Not Mapped	Sharpsburg	Within city limits		Trail System Study		Sharpsburg	$40,000	2010
Not Mapped	Coweta County (inc. cities)	Countywide		Transit Feasibility Study		Coweta County and Cities	$100,000	2010
Not Mapped	Allen Road	Structure ID: 077-5053-0, 0.5 Miles N of Grantville		New Bridge		Grantville/ Coweta County	$729,000	2030
Not Mapped	Boone Road	Structure ID: 077-5072-0, 8.9 Miles NW of Newnan		New Bridge		Coweta County	$729,000	2030
Not Mapped	Bridge Street	Structure ID: 077-5082-0, At City Limits of Senoia		New Bridge Over Railroad		Senoia/ Coweta County	$2,468,000	2030
Not Mapped	Chandler Road	Structure ID: 077-5067-0, 4.0 Miles SW of Newnan		New Bridge		Coweta County	$729,000	2030
Not Mapped	Cox Road	Structure ID: 077-5034-0, 1.8 Miles S of Senoia		New Bridge		Coweta County	$915,000	2020
Not Mapped	Gaddy Road	Structure ID: 077-5061-0, 5.5 Miles W of Grantville		New Bridge		Coweta County	$1,260,000	2030
Not Mapped	Gray Girls Road	Structure ID: 077-5044-0, 4.0 Miles SE of Senoia		New Bridge		Coweta County	$458,000	2030
Not Mapped	Happy Valley Road	Structure ID: 077-5005-0, 6.0 Miles N of Newnan		New Bridge		Coweta County	$520,000	2030

Table 5.3 - New Coweta County Transportation Projects

Map ID #	Description			Project Specifications				
	Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor	Estimated Cost	Network Year
Not Mapped	Haynie Road	Structure ID: 077-5046-0, 2.0 Miles SE of Moreland		New Bridge Over Railroad		Coweta County	$1,899,000	2030
Not Mapped	Hines Road	Structure ID: 077-5045-0, 4.0 Miles S of Moreland		New Bridge		Coweta County	$380,000	2030
Not Mapped	Lowery Road Extension	Structure ID: 077-5051-0, 2.5 Miles E of Grantville		New Bridge		Coweta County	$372,000	2030
Not Mapped	Main Street	Structure ID: 077-5076-0, 2.5 Miles NW of Newnan		New Bridge Over Railroad		Coweta County	$2,690,000	2030
Not Mapped	Nixon Road	Structure ID: 077-5035-0, At City Limits of Senoia		New Bridge		Coweta County	$915,000	2020
Not Mapped	Old Atlanta Highway	Structure ID: 077-5006-0, 2.3 Miles N of Newnan		New Bridge		Coweta County	$1,463,000	2030
Not Mapped	Payton Road	Structure ID: 077-5071-0, 9.2 Miles NW of Newnan		New Bridge		Coweta County	$952,000	2030

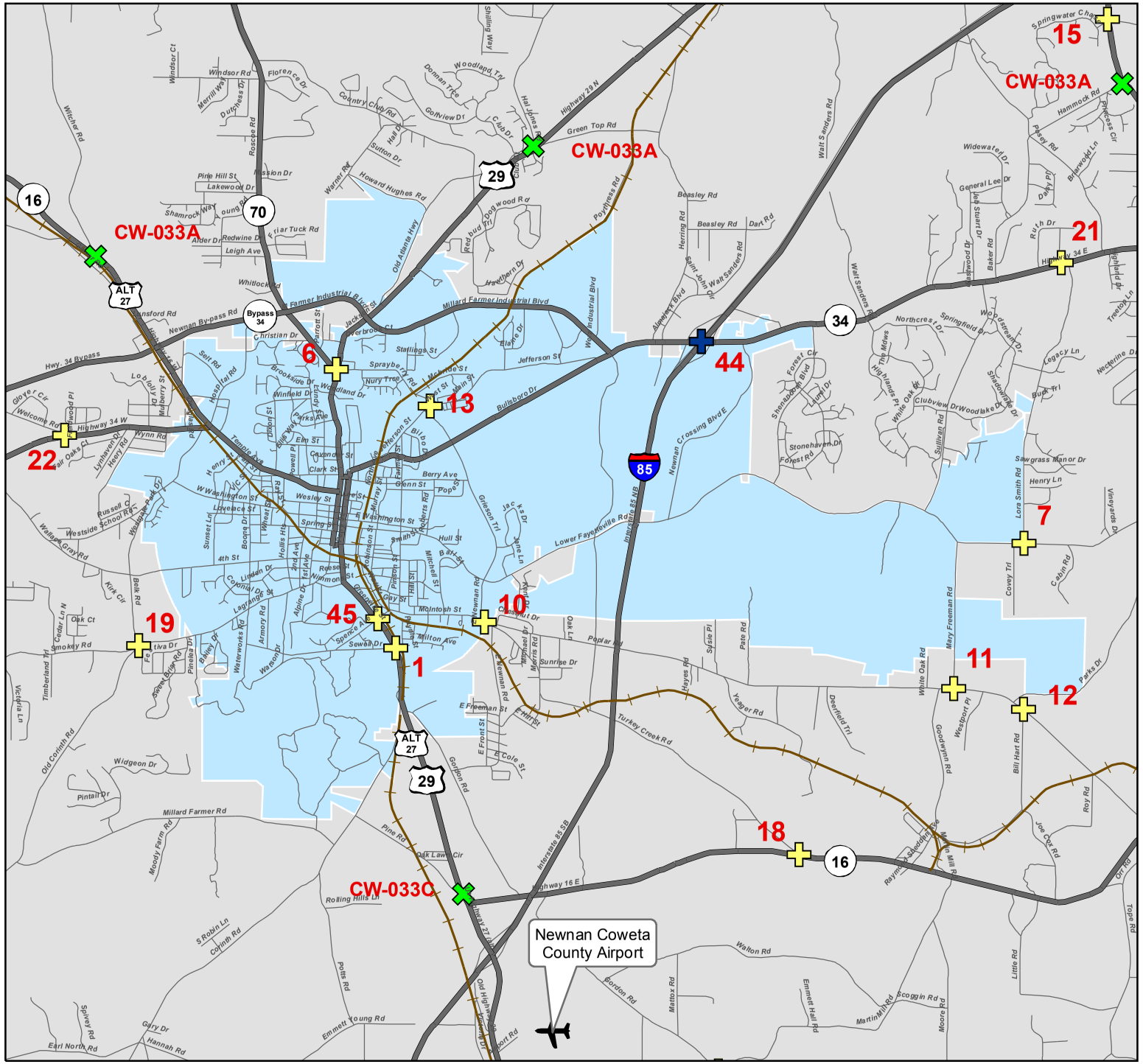
Figure 5.3 - Intersection Projects - Coweta County



LEGEND

- TIP INTERSECTIONS
- ADDITIONAL INTERSECTIONS
- INTERCHANGE MODIFICATIONS
- INTERSTATES
- ROADWAYS
- RAILROADS
- COWETA CITIES
- SURROUNDING CITIES
- COWETA COUNTY
- SURROUNDING COUNTIES
- CHATTAHOOCHEE BEND PARK
- AIRPORT

Figure 5.4 - Intersection Projects - City of Newnan



LEGEND

- TIP INTERSECTIONS
- ADDITIONAL INTERSECTIONS
- INTERCHANGE MODIFICATION
- INTERSTATES
- MAJOR ROADS
- ROADWAYS
- RAILROADS
- CITY OF NEWNAN
- SURROUNDING COUNTIES
- COWETA COUNTY
- AIRPORT

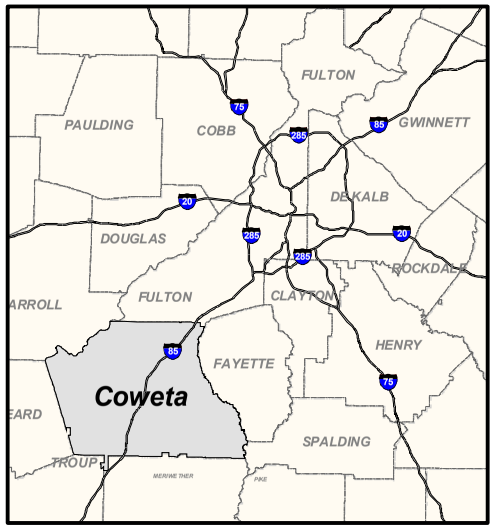


Figure 5.5 - New Capacity-Adding and Operational Projects - Coweta County

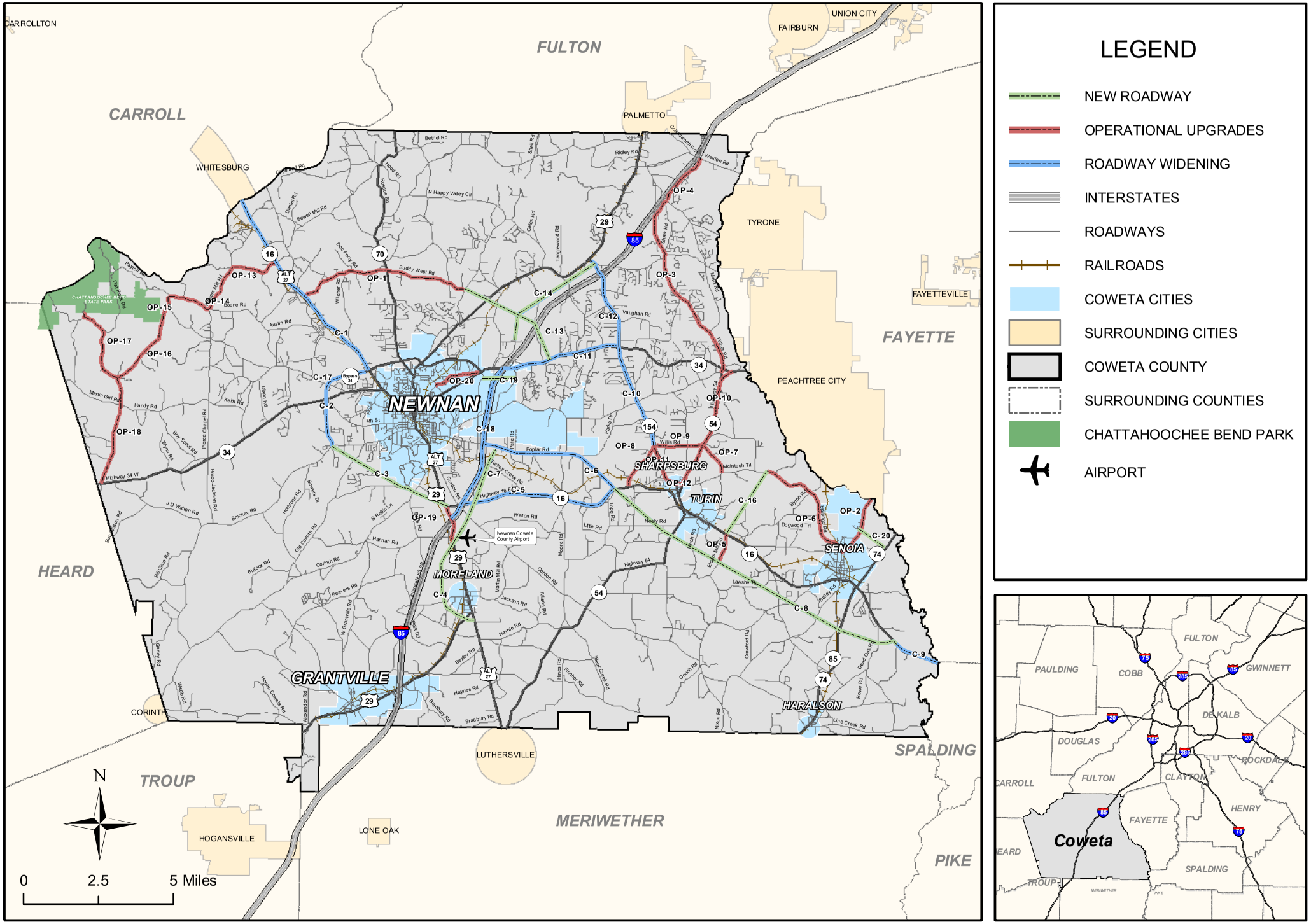
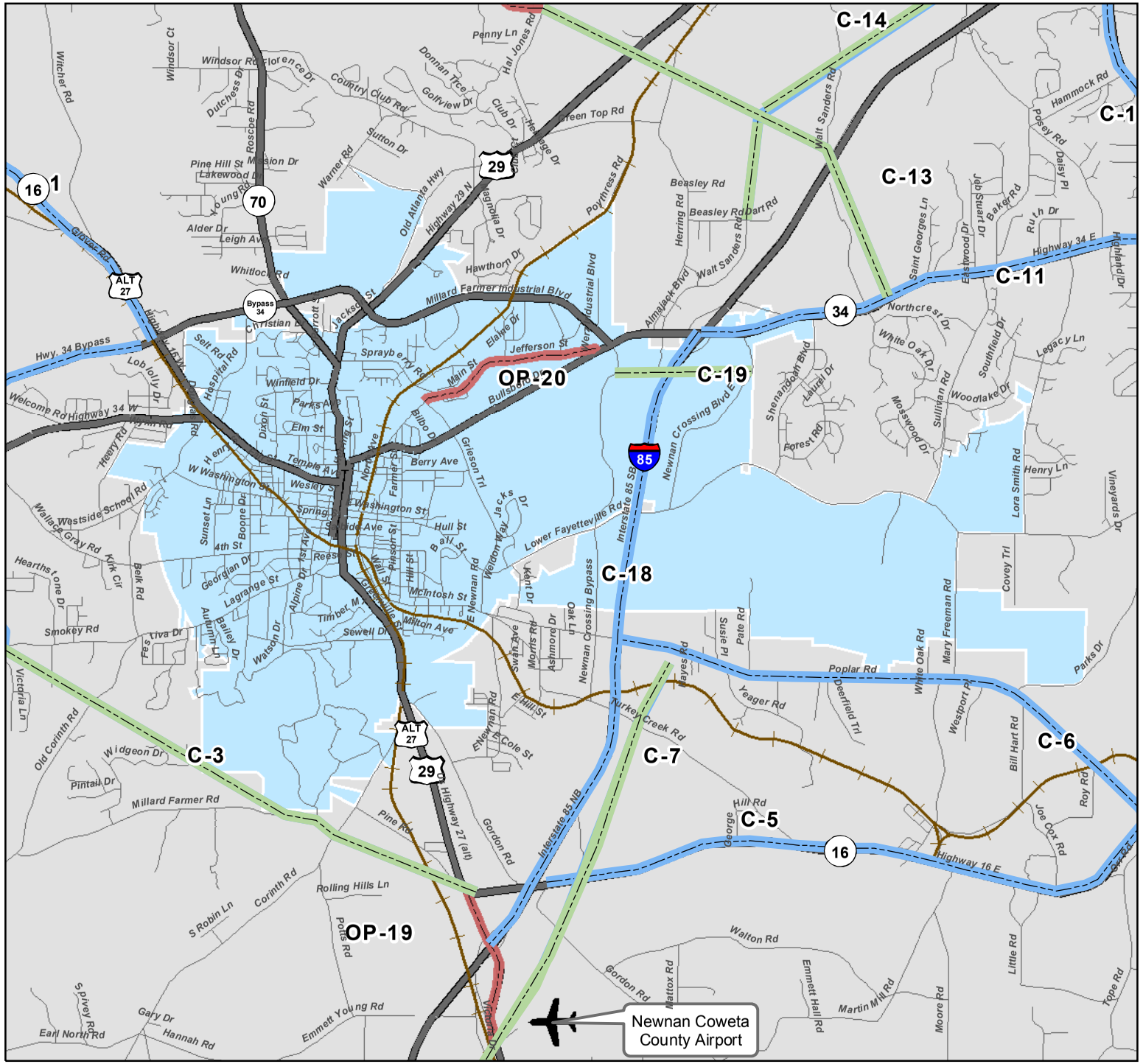


Figure 5.6 - New Capacity-Adding and Operational Projects - City of Newnan



LEGEND

- NEW ROADWAY
- OPERATIONAL UPGRADES
- ROADWAY WIDENING
- INTERSTATES
- ROADWAYS
- RAILROADS
- CITY OF NEWNAN
- SURROUNDING COUNTIES
- COWETA COUNTY
- AIRPORT

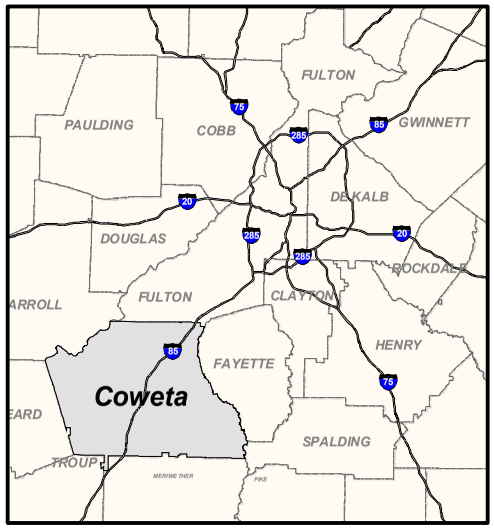
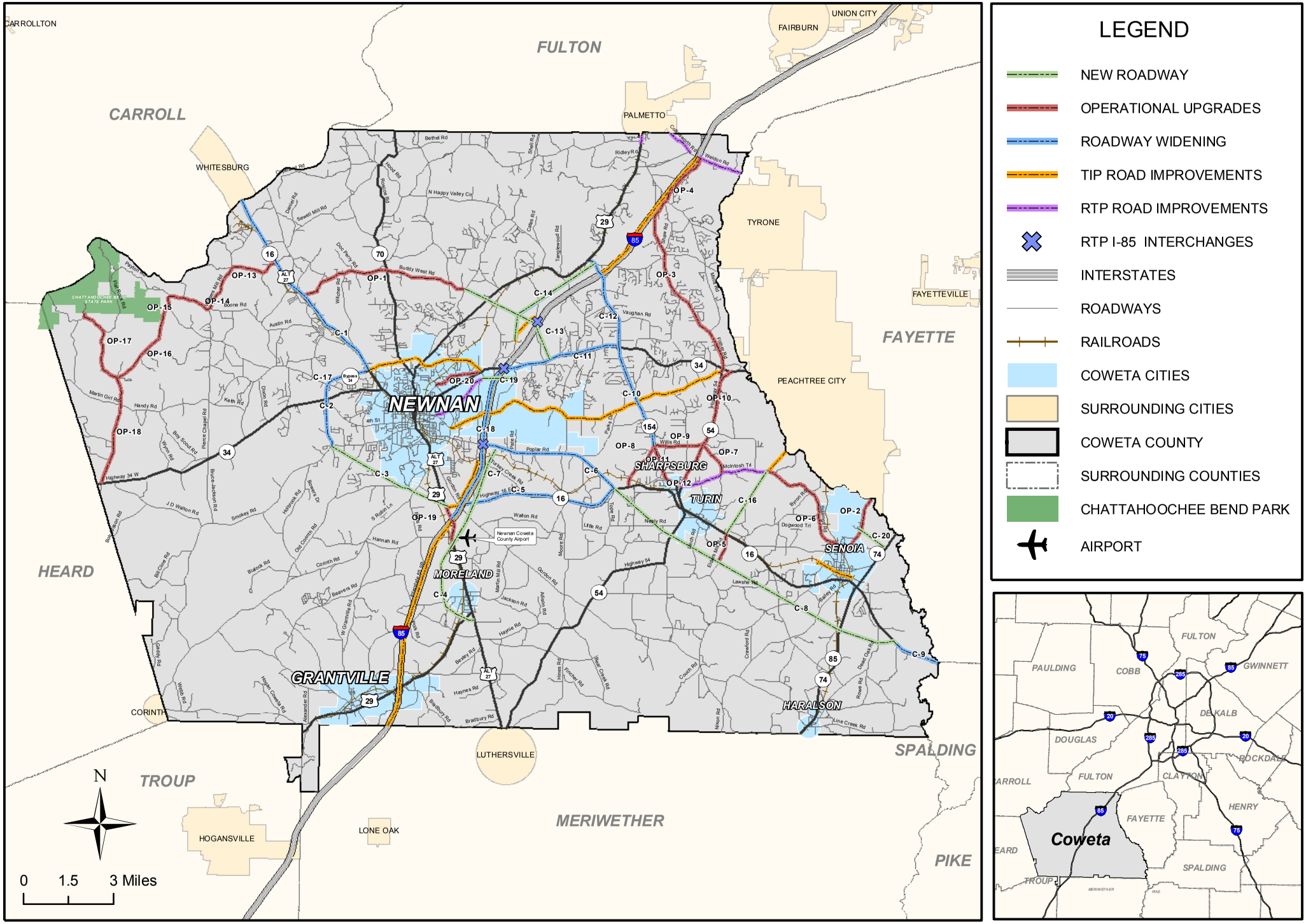


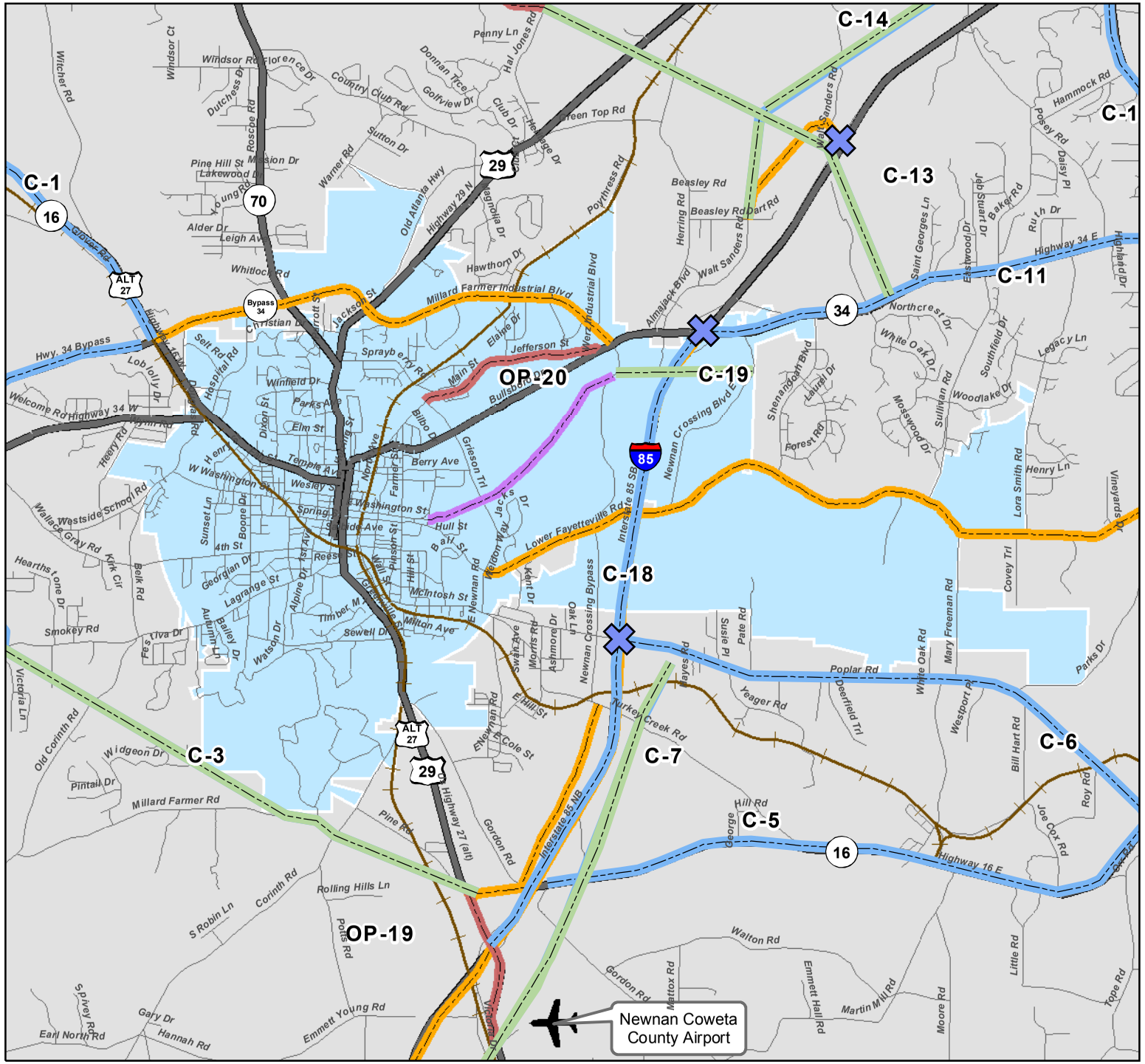
Figure 5.7 - All Capacity-Adding and Operational Projects - Coweta County



LEGEND

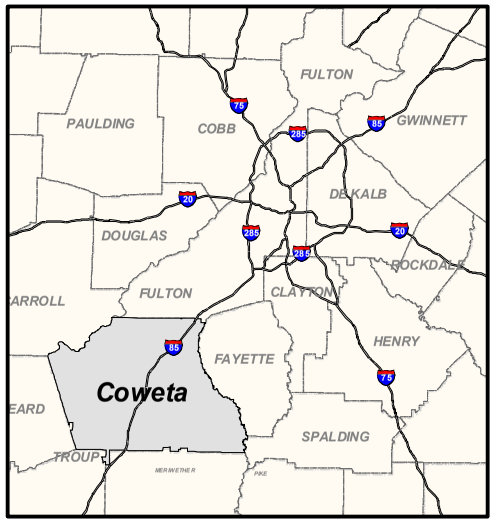
- NEW ROADWAY
- OPERATIONAL UPGRADES
- ROADWAY WIDENING
- TIP ROAD IMPROVEMENTS
- RTP ROAD IMPROVEMENTS
- RTP I-85 INTERCHANGES
- INTERSTATES
- ROADWAYS
- RAILROADS
- COWETA CITIES
- SURROUNDING CITIES
- COWETA COUNTY
- SURROUNDING COUNTIES
- CHATTAHOOCHEE BEND PARK
- AIRPORT

Figure 5.8 - All Capacity-Adding and Operational Projects - City of Newnan



LEGEND

- NEW ROADWAY
- OPERATIONAL UPGRADES
- ROADWAY WIDENING
- TIP IMPROVEMENTS
- RTP ROAD IMPROVEMENTS
- RTP I-85 INTERCHANGES
- INTERSTATES
- ROADWAYS
- RAILROADS
- CITY OF NEWNAN
- SURROUNDING COUNTIES
- COWETA COUNTY
- AIRPORT



5.1.2 New Capacity-Adding Projects

In addition to existing RTP and TIP projects, a number of new roadway capacity-adding and operational projects were identified through the CTP process. The majority of these projects are planned to reduce existing or future congestion, improve mobility and connectivity, and/or complement the recently adopted future land use plan. An overview of each project is presented as follows:

- SR 16: This project facilitates improved travel for both intra-county as well as inter-county travel as it improves this route over the entire length through the county. Improvements include widening the existing roadway from two to four lanes and building new four-lane segments to provide a consistent four-lane roadway. A new segment is proposed to parallel the existing SR 16, beginning near the Spalding County line to the intersection with Poplar Road. This will consist of a divided roadway with limited access and leave the existing SR 16 as a local road between these points. While this approach will preclude widening conflicts in the Senoia and Turin areas, care should be taken in alignment development to minimize border infringement in the rural conservation area. An additional new southwest portion to of SR 16 will facilitate completion of the Newnan Bypass. This segment will have to be carefully assessed and designed to minimize encroachment on subdivisions and other existing facilities. Completion of this project will also include widening of existing roadways including Ishman Ballard Road and the Newnan Bypass, as well as SR 16 from the Newnan Bypass to the Carroll County line.
- SR 154: This project would widen SR 154 from US 29 on the north to Willis Road on the south and would alleviate current as well as future congestion on this key north-south corridor.
- SR 34: This project would widen SR 34 from I-85 to SR 154 to alleviate future congestion on this east-west corridor.
- I-85 Collector-Distributor Roads: Collector-Distributor (CD) Roads along the east and west sides of I-85 are included to improve north-south mobility and preclude local freeway trips between SR 34 and US27A/29.
- North Senoia Roadway: A new roadway is included between Rockaway Road and SR 74 to provide connectivity and circulation for new development patterns in the Senoia area.
- East Sharpsburg Connector: A new roadway that runs east of Turin and Sharpsburg would connect SR 16 at Elders Mill Road with McIntosh Trail and facilitate travel from new developments within the town areas.
- Coweta Industrial Park Spine Road: A new roadway between SR 154 and the new SR 34/US 29 Connector Road is proposed to facilitate access and north-south connectivity for the developing Coweta Industrial Park.
- SR 34/US 29 Connector Road: This new roadway will connect SR 34 and US 29 through the I-85/Creekside interchange and connect with the Amlajack Boulevard extension as well as the Coweta Industrial Park Spine Road. This facility will provide relief for congested conditions on SR 34 and connect with Buddy West Road to improve east-west travel north of Newnan.
- Newnan Crossing Boulevard East Extension: Newnan Crossing Boulevard East would be extended from Poplar Road to US27A/29 north of the Newnan-Coweta County Airport. This new roadway would facilitate travel between US 29 and Newnan Crossing Boulevard East.

- Poplar Road: To more effectively support the I-85/Poplar Road interchange vehicular activity, Poplar Road would be widened from two to four lanes from the proposed SR 16 Bypass on the east to the Newnan Bypass on the west.
- Newnan Crossing Boulevard/Newnan Bypass I-85 Connector Road: To provide more east-west connectivity and to relieve congested conditions on Bullsboro Road, a new connector road is included from Newnan Crossing Boulevard East and cross I-85 to connect with the pending East Washington (McIntosh Parkway) connector roadway.
- Moreland Bypass: To reduce traffic through the Town of Moreland and to preclude potential impacts to the town from any future US 27A/29 widening projects, a bypass has been included for Moreland from the south at US 27A near Moccasin Road, westward crossing US 29 and continuing northward reconnecting to US 29 north of town at the proposed Newnan Crossing Boulevard East Extension.

Figure 5.9 illustrates an example of a typical cross-section for a roadway widening project from two to four lanes, with a 14-foot median and bicycle lanes.

5.1.3 New Operational Improvement Projects

A number of operational improvements have been identified for upgrading existing two-lane roadways where existing or future need indicate improvements are warranted. These improvements are typically implemented when capacity-adding improvements are not justified from projected volume increases or concern is evident from potential impacts associated from widening of roadways. Operational improvements generally consist of implementing selected safety and/or operations-related modifications such as:

- Turning lanes at applicable intersections;
- Expanded lane and/or shoulder widths;
- Curb, gutter, and drainage;
- Sidewalks and/or bicycle lanes;
- Horizontal or vertical alignment revisions to improve sight distances;
- Upgrade of traffic control devices at certain intersections, including signalization; and
- Intersection geometric improvements including alignment or turning radii.

Two examples of operational improvements are depicted in cross-sections in Figure 5.10. The first example includes a larger planter strip without the addition of curb and gutter, while the second has a smaller grass strip with curb and gutter. Portions of the following roadways have been identified through the CTP process for operational improvements:

- Boone Road
- Bud Davis Road
- Macedonia/Buddy West Road
- Cannongate Road
- Elders Mill Road
- Fischer Road
- Marion Beavers Road
- Mt. Carmel Road
- Old Highway 16
- Payton Road
- Reese Road
- Rockaway Road
- SR 154
- SR 54
- Stallings Road
- Thomas Powers/Hewlette South Road
- US 27A/29
- Wagers Mill Road
- Willis Road

Figure 5.9 - Example of a Four-lane Roadway Typical Cross-Section

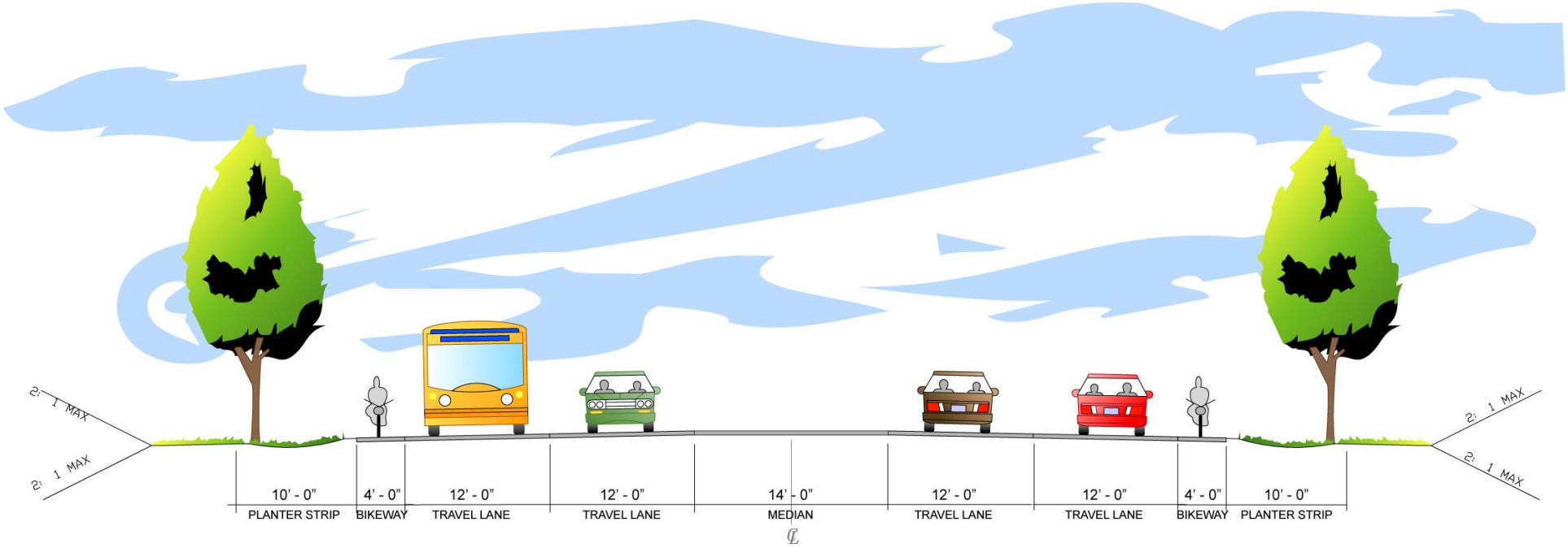
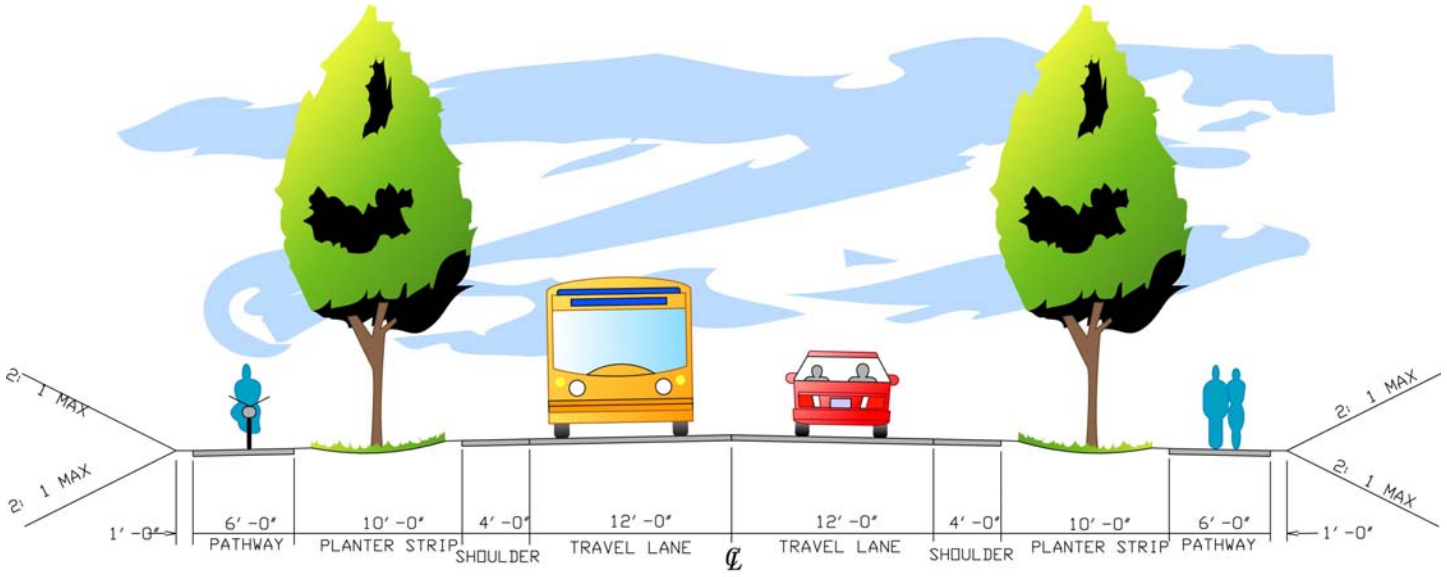
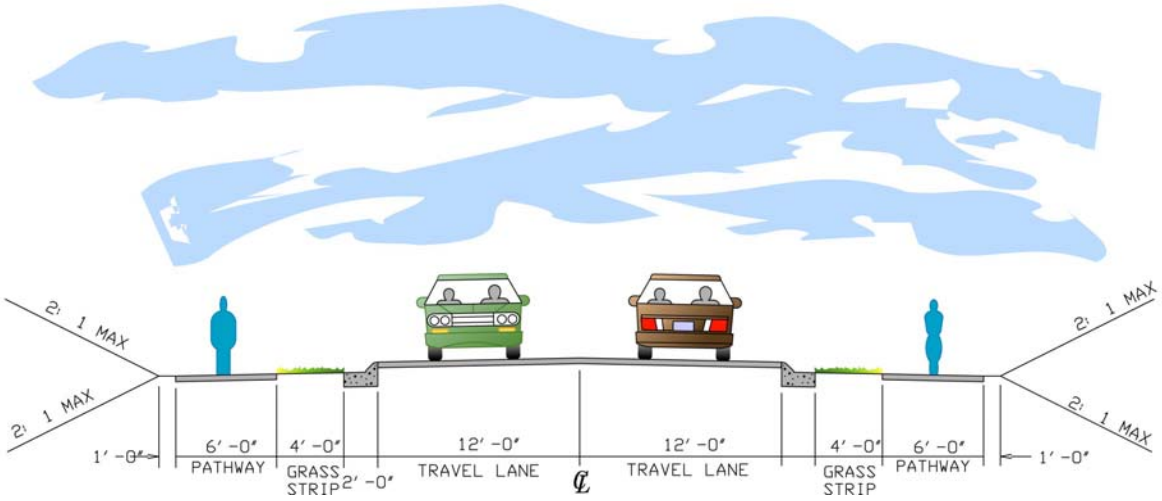


Figure 5.10 - Examples of Operational Improvement Cross-Sections





5.1.4 Existing Project Considerations

The projects planned and programmed in the ARC *Mobility 2030 RTP and TIP* shown in Table 5.1 were reviewed and verified by the CTP planning process. As ARC continues the *Envision6* RTP update process, new projects will be added and others reevaluated. A pair of projects that are currently in the long range plan, CW-040 and FA-106 (widening Collinsworth Road from Palmetto to Fayette County) may need revisiting in the near term as Coweta County is considering the need for a corridor-wide study for Collinsworth Road from Palmetto to the Fayette County line.

5.2 Projects by Jurisdiction

For ease of review, Tables 5.4 through 5.12 list the new CTP projects by jurisdiction. The projects are the same as those listed in Table 5.3, but the projects have been sorted and grouped. It is important to note that the projects have been identified by closest jurisdiction. In many instances, the project sponsors may also include another jurisdiction and/or GDOT. Table 5.4 presents joint county-city projects, Table 5.4 lists Coweta County projects, Table 5.6 lists Grantville projects, Table 5.7 lists Haralson projects, Table 5.8 lists Moreland projects, Table 5.9 lists Newnan projects, Table 5.10 lists Senoia projects, Table 5.11 lists Sharpsburg projects, and Table 5.12 lists Turin Projects.

Table 5.4 - Joint County-City Projects

Roadway / Location	Modification / Improvement	Jurisdiction / Sponsor
Coweta County (inc. cities)	Signage Inventory and Wayfinding Study	Coweta County and Cities
Coweta County (inc. cities)	Comprehensive Bicycle Facility Plan	Coweta County and Cities
Coweta County (inc. cities)	Transit Feasibility Study	Coweta County and Cities

Table 5.5 - Coweta County Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
SR 16	Location in Carroll County	SR 34 Bypass	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	7	Coweta County/ GDOT
Ishman Ballard Road	Smokey Road	SR 34	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	1.7	Coweta County
Southwest Newnan Bypass	US 29	Smokey Road at Ishman Ballard Road	New 4-lane roadway 44-foot grass median with bicycle lanes	4.5	Coweta County
SR 16	I-85	Poplar Road	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	5.3	Coweta County/ GDOT

Table 5.5 - Coweta County Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
Poplar Road (CR 103)	Newnan Bypass	SR 16	Widening 2 to 4 lanes 14-foot flush median	4.8	Coweta County
Newnan Crossing Boulevard Extension	Poplar Road	US 29	New 4-lane 44-foot grass median	3	Coweta County
SR 16 Bypass	Poplar Road	SR 16/Carl Williams Road	New 4-lane 44-foot grass median with bicycle lanes	11	Coweta County/ GDOT
SR 16	Carl Williams Road	Location in Spalding County	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	1.5	Coweta County/ GDOT
SR 154	Willis Road	SR 34	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	3.6	Coweta County/ GDOT
SR 34	I-85	SR 154	Widen 4 to 6 lanes with bicycle lanes	3.9	Newnan, Coweta County/ GDOT
SR 154	SR 34	US 29	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	3.3	Coweta County/ GDOT
New roadway connector	SR 34 at Summit	Buddy West Road	New 4-lane 44-foot grass median with bicycle lanes	4	Coweta County
Coweta County Industrial Park Connector Road (through Patillo)	Amlajack Boulevard Extension	SR 154	New 2 lane roadway 24-foot pavement	3.8	Coweta County
East Sharpsburg Connector	SR 16	McIntosh Trail	New 2 lane roadway 24-foot pavement	2.6	Coweta County
SR 34 Bypass	SR 34	SR 16	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	2	Coweta County/ GDOT
I-85	SR 34	US 29/27A	New north- and southbound collector-distributor system	5.5	Coweta County/ GDOT

Table 5.5 - Coweta County Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
SR 54	Old Highway 16	SR 34	Operational upgrade	4.3	Coweta County/ Sharpsburg/ GDOT
SR 154	Old Highway 16	SR 54	Operational upgrade	0.6	Sharpsburg/ Coweta County/ GDOT
Macedonia Road/Buddy West Road	SR 16	SR 34	Operational upgrade	5.9	Coweta County
Rockaway Road	City of Senoia	Location In Fayette County	Operational upgrade	1.9	Senoia, Coweta County
Fischer Road (CR 40)	SR 54	Palmetto-Tyrone Road	Operational upgrade	6.4	Coweta County
Canongate Road	Palmetto-Tyrone Road	Collinsworth Road (CR 548)	Operational upgrade, with intersection realignment at Collinsworth Road	1.8	Coweta County
Elders Mill Road	SR 16	SR 16 Bypass	Operational upgrade	0.8	Coweta County
Stallings Road	Emmett Freeman Road	McIntosh Trail	Operational upgrade	2.2	Coweta County
Marion Beavers Road	SR 16	SR 154	Operational upgrade	1.6	Coweta County
Willis Road/ Stewart Road	SR 154	SR 54	Operational upgrade	1.6	Coweta County
Reese Road	McIntosh Trail	SR 54	Operational upgrade	1.2	Coweta County/ Sharpsburg
SR 54	Old Highway 16	SR 34	Operational upgrade	4.3	Coweta County/ Sharpsburg/ GDOT
SR 154	Old Highway 16	Willis Road	Operational upgrade	1.2	Coweta County/ GDOT
Wagers Mill Road	Boone Road	SR 16/Alt 27	Operational upgrade	3.5	Coweta County
Boone Road	Payton Road	Wagers Mill Road	Operational upgrade	1.5	Coweta County
Payton Road	Mt. Carmel Road	Boone Road	Operational upgrade	0.4	Coweta County
Mt. Carmel	Bud Davis Road	Payton Road	Operational	3	Coweta

Table 5.5 - Coweta County Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
Road			upgrade		County
Bud Davis Road	Mt. Carmel Road/Hewlette South Road	Park entrance	Operational upgrade	1.9	Coweta County
Thomas Powers Road/Hewlette South Road	SR 34	Bud Davis Road	Operational upgrade	3	Coweta County
US 29/27A	SR 16	Newnan Crossing East Boulevard Extension	Operational upgrade	0.7	Coweta County/ GDOT
Coweta County (inc. cities)			Signage Inventory and Wayfinding Study		Coweta County and Cities
SR 154	Terrentine Street		Intersection modification		Sharpsburg/ Coweta County/ GDOT
US 29	Tommy Lee Cook Road		Intersection modification With Four Left Turn Lanes		Coweta County/ GDOT
SR 154	Old Highway 16		Intersection modification with Two Left Turn Lanes		Coweta County/ Sharpsburg/ GDOT
SR 34 West	SR 34 Bypass, Ishman Ballard Road		Intersection modification With Four Left Turn Lanes		Coweta County/ GDOT
I-85 South, southbound exit interchange ramp	SR 154		Interchange modification	1,900 LF	Coweta County/ GDOT
I-85 South, southbound interchange ramp	SR 34		Interchange modification	1,020 LF	Coweta County/ GDOT
Coweta County (inc. cities)	Countywide		Comprehensive Bicycle Facility Plan		Coweta County and Cities
Coweta County (inc. cities)	Countywide		Transit Feasibility Study		Coweta County and Cities

Table 5.5 - Coweta County Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
Allen Road	Structure ID: 077-5053-0, 0.5 Miles N of Grantville		New Bridge		Grantville/ Coweta County
Boone Road	Structure ID: 077-5072-0, 8.9 Miles NW of Newnan		New Bridge		Coweta County
Bridge Street	Structure ID: 077-5082-0, At City Limits of Senoia		New Bridge Over Railroad		Senoia/ Coweta County
Chandler Road	Structure ID: 077-5067-0, 4.0 Miles SW of Newnan		New Bridge		Coweta County
Cox Road	Structure ID: 077-5034-0, 1.8 Miles S of Senoia		New Bridge		Coweta County
Gaddy Road	Structure ID: 077-5061-0, 5.5 Miles W of Grantville		New Bridge		Coweta County
Gray Girls Road	Structure ID: 077-5044-0, 4.0 Miles SE of Senoia		New Bridge		Coweta County
Happy Valley Road	Structure ID: 077-5005-0, 6.0 Miles N of Newnan		New Bridge		Coweta County
Haynie Road	Structure ID: 077-5046-0, 2.0 Miles SE of Moreland		New Bridge Over Railroad		Coweta County
Hines Road	Structure ID: 077-5045-0, 4.0 Miles S of Moreland		New Bridge		Coweta County
Lowery Road Extension	Structure ID: 077-5051-0, 2.5 Miles E of Grantville		New Bridge		Coweta County
Main Street	Structure ID: 077-5076-0, 2.5 Miles NW of Newnan		New Bridge Over Railroad		Coweta County
Nixon Road	Structure ID: 077-5035-0, At City Limits of Senoia		New Bridge		Coweta County
Old Atlanta Highway	Structure ID: 077-5006-0, 2.3 Miles N of Newnan		New Bridge		Coweta County
Payton Road	Structure ID: 077-5071-0, 9.2 Miles NW of Newnan		New Bridge		Coweta County

Table 5.6 - Grantville Projects

Roadway / Location	From / At	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
US 29	Lone Oak	Intersection modification with Two Left Turn Lanes		Grantville
US 29	Lowery Road	Intersection modification with Two Left Turn Lanes		Grantville
US 29	LaGrange Street	Intersection modification with Two Left Turn Lanes		Grantville
Grantville	Within city limits	Sidewalks	0.1	Grantville
Allen Road	Structure ID: 077-5053-0, 0.5 Miles N of Grantville	New Bridge		Grantville/ Coweta County

Table 5.7 - Haralson Projects

Roadway / Location	From / At	Modification / Improvement	Jurisdiction / Sponsor
SR 74	Gordon Road	Intersection modification With Four Left Turn Lanes	Haralson/GDOT
Line Creek Road	Shaddix Road	Intersection modification	Haralson
Line Creek Road	Main Street	Intersection modification	Haralson

Table 5.8 - Moreland Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
US 29 Bypass	US 27 Alternate near Moccasin Road	US 29 at proposed Newnan Crossing Blvd. East Extension	New 2 lane roadway 24-foot pavement with bicycle lanes	3	Moreland/GDOT
US 29	Church Street (Moreland)		Intersection modification With Two Left Turn Lanes		Moreland/GDOT
US 29	Camp Street		Intersection modification (turning radii)		Moreland/GDOT
US 29	Main Street		Intersection modification (turning radii)		Moreland/GDOT
US 29	Ball Street		Intersection modification (turning radii)		Moreland/GDOT
US 29	Carroll Street		Intersection modification (turning radii)		Moreland/GDOT
Moreland	Within city limits		Sidewalks	0.4	Moreland

Table 5.9 - Newnan Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
SR 34	I-85	SR 154	Widen 4 to 6 lanes with bicycle lanes	3.9	Newnan, Coweta County/GDOT
Old Jefferson Street	Greison Trail	Bullsboro Road/SR 34	Operational upgrade	1.5	Newnan
Greenville Street	Sewell Road		Intersection modification With Four Left Turn Lanes		Newnan
Greenville Street/US29/27A	Spence Avenue		Intersection modification		Newnan
Jackson Street	Sprayberry Road/Roscoe Road		Intersection modification With Realignment and Four Left Turn Lanes		Newnan
Sprayberry Road	Old Jefferson Street, Greison Trail		Intersection modification With Four Left Turn Lanes		Newnan
New I-85 Crossing and Connection between Bullsboro Road/SR 34 and Lower Fayetteville Road	Newnan Bypass	Newnan Crossing East Boulevard	New 4 lane roadway and bridge over I-85	0.5	Newnan
Newnan	Within city limits		Parking study		Newnan
Newnan	Within city limits		Sidewalks	15	Newnan

Table 5.10 - Senoia Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
New Roadway north of Senoia	Rockaway Road	SR 74	New 2 lane roadway	1	Senoia
Rockaway Road	City of Senoia	Fayette County line	Operational upgrade	1.9	Senoia, Coweta County
SR 16	Pylant Street		Intersection modification with Two Left Turn Lanes		Senoia/ GDOT
SR 16 East	Broad Street		Intersection modification With Four Left Turn Lanes		Senoia/ GDOT

Table 5.10 - Senoia Projects

SR 16 East	SR 74		Intersection modification with Two Left Turn Lanes		Senoia/ GDOT
SR 85	Seavy Street		Intersection modification with Two Left Turn Lanes		Senoia/ GDOT
Senoia	Within city limits		Sidewalks	0.7	Senoia
Bridge Street	Structure ID: 077-5082-0, At City Limits of Senoia		New Bridge Over Railroad		Senoia/ Coweta County

Table 5.11 - Sharpsburg Projects

Roadway / Location	From / At	To	Modification / Improvement	Length (Miles)	Jurisdiction / Sponsor
Reese Road	McIntosh Trail	SR 54	Operational upgrade	1.2	Coweta County/ Sharpsburg
SR 54	Old Highway 16	SR 34	Operational upgrade	4.3	Coweta County/ Sharpsburg/ GDOT
SR 154	Old Highway 16	SR 54	Operational upgrade	0.6	Sharpsburg/ Coweta County/ GDOT
SR 154	Old Highway 16		Intersection modification with Two Left Turn Lanes		Coweta County/ Sharpsburg/ GDOT
SR 154	Terrentine Street		Intersection modification		Sharpsburg/ Coweta County/ GDOT
Sharpsburg	Within city limits		Sidewalks	3.5	Sharpsburg
Sharpsburg	Within city limits		Multi-use Trail System		Sharpsburg
Sharpsburg	Within city limits		Trail System Study		Sharpsburg

Table 5.12 - Turin Projects

Roadway / Location	From / At	Modification / Improvement	Jurisdiction / Sponsor
SR 16	SR 54	Intersection Modification	Turin/GDOT

5.3 Policies, Strategies, and Programs

The following section contains recommended Policies, Strategies, and Programs for Coweta County and its municipalities.

5.3.1 Aviation

The primary airport in the county is the Newnan-Coweta Airport, located in the proximity of the junction of I-85 and US 29. This facility is owned and operated by the Newnan-Coweta Airport Authority and supports a variety of aviation related activities, including recreational, corporate/business (jets), police/law enforcement, ultra light aircraft, and helicopter use. The airport is classified as a Level III airport by GDOT. The location of the airport is well suited for convenient existing and future ground transportation access.

Communities throughout the U.S. recognize the importance of investing in air service development, and Coweta County has plans to continue implementing facility improvements over the next five years. The *Newnan-Coweta County Airport 5-Year Capital Improvements Plan,* completed December 31, 2005, is included in Appendix F. Major plan improvements include land acquisition, ramps, hangers, taxiways, and a new terminal facility, with total expenditures projected of approximately $30,000,000. The airport authority will soon initiate the process to update the state Airport Layout Plan (ALP), which will include existing facility information and planned improvements.

5.3.2 Transit

The transit recommendations are based on results provided from a broad cross-section of the community including key stakeholders, public meeting participants, and citizens of the Hispanic community (CLICK). In addition, results were used from a countywide "Be Something Different Survey," demographic analysis for 2000 - 2030 and recommendations from GRTA's *Regional Transit Action Program*. Throughout this process, feedback and analysis from each of these sources highlighted the need for local transportation service. Modeling of population density, growth and economic growth trends in the *Evaluation Framework and Needs Analysis Memorandum* provided sound evidence in support of public transit within the county.

Greater coordination by local governments is recommended in making use of available state and federal funding mechanisms outlined above and in the state's *Coordinated Transportation System Annual Report*. It is recommended that the local government examine the needs of the local transit demand as well as commuter. While the GRTA Xpress Service has reached a high level of efficiency, the cost to the county must balance with the local transit need. Based on the transit needs assessment, the public transit recommendations for consideration are as follows:

- Expand the GRTA Xpress service, including adding a park and ride lot at exit 51 on I-85
- Maximize use of Department of Human Resources coordinated transportation service
- Initiate participation in the 5311 non-urbanized program
- Conduct a transit feasibility study to provide cost and operational details for operating local services and examine the transportation needs of Coweta County's Temporary Assistance for Needy Families (TANF) residents relative to the applicability of a job access program

As Coweta County continues to grow in population density, the need for transit will continue. The availability of transportation options will forge personal independence and make it possible for all citizens to thrive. The senior community, low-income population, minority and growing population of Hispanic persons and choice transit riders will all benefit from public transit.

Many recognize the need for a local transportation solution in the county, and there are programs that are available that can assist in providing a low cost system. Ultimately, making use of available funds and supporting transit services in Coweta County is to take an affirmative step toward the county's goals to improve accessibility, connectivity and safety for the movement of people.

5.3.3 Pedestrian Facilities

Some identified pedestrian needs will be met though the addition of specific sidewalk projects as identified in Table 5.3. Other identified pedestrian needs may be met over time through the adoption of policies, practices and minimum standards related to the development of land and the construction of roadways. Each of the following recommended policies, practices or minimum standards addresses specific needs as documented in the *Evaluation Framework and Needs Analysis Memorandum*.

- To provide sidewalks in mill villages, crossroad communities and new villages as identified in the county's *Future Development Plan*, the *Comprehensive Plan* development regulations should identify and require aggressive sidewalk standards throughout these development areas.
- To provide sidewalks near key pedestrian destinations, the *Comprehensive Plan* and development regulations should require the provision of sidewalks within one-half mile of all schools, parks, transit stations, and existing or planned employment districts.
- To provide adequate and consistent pedestrian facilities, the development regulations should identify minimum design standards for all pedestrian facilities, including sidewalks, paths, crosswalks, detection and signals, signing, and other amenities such as seating, lighting or trash receptacles.
- Development regulations should require the provision of pedestrian facilities for specific land use categories as identified on the *Future Development Plan*.
- To educate drivers and pedestrians on safe practices, information should be made readily available to county citizens, such as:

    - links to or elements of state law pertaining to walking and pedestrians could be placed on the county's web site
    - links to or elements of available safety publications could be placed on the county's web site
    - available safety publications could be made available at county offices and distributed through the local school system

- To coordinate pedestrian projects with planned recreational projects and schools, each city and the county should request that Parks and Recreation and Board of Education personnel review the pedestrian/sidewalk strategies being planned and provide comment.

5.3.4 Bicycle Facilities

A countywide comprehensive bicycle facility plan project has been identified in Table 5.3. A number of thoughtful bicycle route improvement suggestions were made during the planning process by resident bicycle advocates. A map is included in Appendix G that depicts their preferred routes for bicycle travel. Other identified bicycling needs may be met over time through the adoption of policies, practices and minimum standards related to the development of land and the construction of roadways. Each of the following recommended policies, practices or minimum standards addresses specific needs as documented in the *Evaluation Framework and Needs Analysis Memorandum*.

- To educate drivers and bicyclists on safe and appropriate use of facilities, information should be made readily available to county citizens, such as:

  - links to or elements of state law pertaining to bicycling could be placed on the county's web site
  - links to or elements of available safety publications could be placed on the county's web site
  - available safety publications could be made available at county offices and distributed through the local school system

- To coordinate bicycle projects with planned recreational projects and schools, each city and the county should request that Parks and Recreation and Board of Education personnel review the bicycle projects being planned and provide comment.

5.3.5 Parking Facilities

A parking study has been recommended for the City of Newnan as shown in Table 5.3. Other identified parking needs may be met over time through the adoption of policies, practices and minimum standards related to the development of land and the construction of roadways. One recommended strategy is to promote more efficient use of parking facilities (such as shared use of parking). In addition, development regulations should encourage through incentives parking management strategies such as shared parking to reduce future additional parking needs.

5.3.6 Access Management

Access management is the management of vehicular access to land development, while preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed. Access management applies to all types of roads and streets and includes setting access policies, regulations, and permit requirements through the planning and regulatory processes. The primary purpose of developing access management plans, strategies, and regulations is to ultimately minimize traffic flow impacts from access and egress activity from adjacent developments. Access management involves the control, location, spacing, design, and operation of such infrastructure elements as driveways, medians, interchanges, street connections, auxiliary lanes, and traffic signals.

Consistent land use and transportation relationships throughout the county should be encouraged in the county and municipalities. To effectively manage vehicular access in a manner consistent with adjacent land uses, development design, and travel needs, corridor-specific vehicular access standards should be developed and adopted for key travel corridors throughout the county. The GDOT 2004 manual of *Regulations for Driveway and*

Encroachment Control should be utilized during this process. Benefits associated with access management include:

- Increased public safety;
- Extended roadway life;
- Reduced traffic congestion;
- Support for alternative transportation modes; and
- Improved appearance and quality of the built environment.

To balance mobility with economic development, access management plans should be developed for new roads and capacity projects to preserve operations of corridors as land uses change. A number of new roadways are included in this plan that could benefit from access management planning prior to their implementation. Since the roadway locations shown are only conceptual, the roadways can be designed concurrently with access management plans to insure compatibility between the adjacent land uses and the new roadways. The following projects are new roadways and capacity projects in the CTP that are candidates for access management plans:

- Southwest Newnan Bypass
- US 29 Bypass
- Newnan Crossing Boulevard Extension
- SR 16 Bypass
- Coweta County Industrial Park Connector Road
- East Sharpsburg Connector
- Newnan Bypass/Newnan Crossing East Boulevard Connector
- Rockaway Road/SR 74 Connector Road
- SR 34/Buddy West Connector Road
- SR 16 widening
- SR 34 widening
- SR 154 widening
- Poplar Road widening

5.3.7 Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) is the application and integration of advanced technologies, information processing, communications technologies, and advanced control strategies for the efficient and effective operation of the existing transportation system. Potential benefits which can be achieved through deployment of ITS include improved traffic flow and safety, quicker emergency response, better travel information, cost savings and environmental benefits. Coweta County should develop ITS deployment plans consistent with both the ARC and Georgia Regional ITS Architectures. Examples of ITS services include:

- Roadway management – traffic signal synchronization, cameras, and variable message signs
- Incident management – Highway Emergency Response Operators (HERO)
- Emergency management – traffic signal preemption
- Transit management – traffic signal priority for public transit vehicles
- Traveler information – ★DOT and 511
- Systems management and operations

While implementation of ITS services is typically undertaken in areas with larger concentrations of transportation infrastructure and traffic volumes, Coweta County should begin to consider strategies leading to the future implementation of ITS elements. To facilitate the deployment of ITS services that could significantly enhance transportation operations within the county, a Coweta County Traffic Control Center (TCC) should eventually be developed in the City of Newnan. This TCC would serve as the central location for managing transportation operations throughout the county and would enable the coordinated deployment of ITS services between Coweta County and adjacent jurisdictions. For example, utilization of NaviGAtor software in the Coweta County TCC will enable Coweta County engineers to not only effectively manage their own ITS assets as they are implemented, but also share and receive real-time transportation information from other agencies through future expansion of the GDOT communications system. An initial approach would be to initiate the identification of potential locations for a TCC, which could consist of a relatively small space in an existing facility. Consideration should also be given to identifying and hiring traffic engineering staff positions to participate in the development of potential ITS applications.

Coweta County should leverage the ITS efforts already conducted by other jurisdictions such as GDOT to minimize the cost of ITS deployments in the county. For example, existing ITS software (NaviGAtor) and hardware specifications developed by GDOT should be utilized in Coweta County to ensure cross-jurisdictional interoperability and reduce implementation costs. GDOT currently has plans for ITS expansion on I-85 south to SR 74 included in the Governor's *Fast Forward Program.* Other potential ITS projects should also be considered on the following facilities:

- I-85 Collector-Distributor roads
- SR 34 from downtown Newnan to SR 54
- Newnan Bypass
- SR 154 widening project
- SR 16 Bypass
- Collinsworth Road widening project
- Fischer Road operational project

To ensure conformance with FHWA Rule 940, the deployment of ITS services in Coweta County must adhere to the *Regional ITS Architectures and the Systems Engineering* process which includes:

- Concept of operations
- High-level requirements
- Detailed requirements
- High-level design
- Detailed design
- Implementation
- Integration and testing
- Subsystem verification
- System verification
- Operations and maintenance.

5.3.8 Transportation Demand Management

To address and manage transportation demand in the county, one approach is to adopt Transportation Demand Management (TDM) program strategies. TDM programs are targeted at reducing traffic congestion and air pollution through eliminating single occupancy vehicle trips and/or decreasing the length of these trips by providing commute options. TDM has been in use for about 20 years and has assumed a significant role in federal and local transportation policies. The primary elements of TDM include carpooling, vanpooling, transit, biking and walking, teleworking, and flexible work schedules.

A successful TDM program is one that delivers quantifiable results that demonstrate mode shift away from drive-alone travel, as well as qualitative results that show widespread participation by employers in trip-reduction programs, whether carpooling, vanpooling, transit, bicycling, walking or teleworking. Perhaps the single most important element of a TDM program is developing and sustaining an effective approach to reach employers. With the support of the employer, commuters are much more likely to modify their commute behavior. A comprehensive worksite TDM program should offer commuters a range of desirable options; reward positive behavioral change through incentives; give employers opportunities for public recognition for their efforts; and be both simple to understand and easy to promote.

Regionally, two programs are available to Coweta County employers and residents. A TDM program called *1-87-Ridefind* is operated by the ARC TDM Division. The *1-87-Ridefind* program assists area commuters by facilitating ridesharing through carpools or vanpools, using a ride-matching database. The program includes education and outreach programs about TDM strategies. The Clean Air Campaign is a non-profit organization whose mission is to help improve the Atlanta region's air quality and mitigate traffic congestion by promoting commute alternatives. The Clean Air Campaign operates a *Commuter Rewards* program that offers incentives to persons who change their commute from single occupant vehicles to using carpools or vanpools, taking transit, teleworking, bicycling or walking to work.

5.3.9 Roadway Freight Route Network

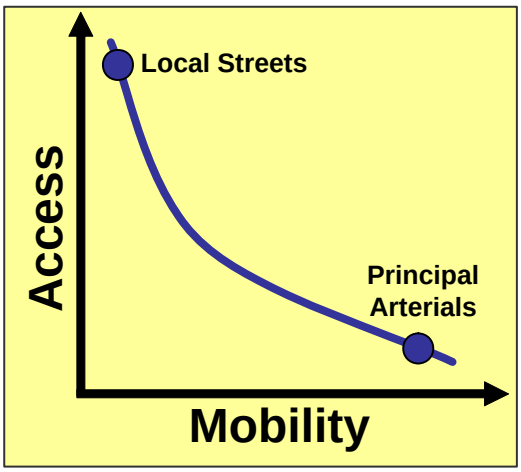
A need for identifying countywide roadway freight routes was established in the CTP process. Data collected during the CTP process was broad, but some particular concerns related to freight movement regarded access between I-85 and the U.S. and state highway system through the county were identified. While the vast majority of roadway freight traffic utilizes I-85, a number of other roadways such as SR 16, US 27A and 29, and SR 34 experience local and through freight movements. The local movements primarily occur around the I-85/SR34 area for trucks destined for the adjacent industrial areas. Other local impacts occur from the delivery of building materials and other goods movement within the county. One issue in the county is that not all of the existing or planned interchanges are on the state route system. The interchange at Collinsworth Road/Weldon Road is not rated for freight use. The two new planned interchanges will occur at non-state route locations. In order to facilitate freight movement, adding these routes and connections to a county-wide freight route system should be considered. Both ARC and GDOT are currently undertaking freight studies. Data from the studies can be used by the county to inform freight route designations as well. Some general considerations for developing roadway freight routes are as follows.

Issues and needs related to freight movement include freight volumes, intermodal connectivity with railroad operations, compatibility with people movement, economic development, roadway design, and system preservation. Freight routes should be established where there are heavy

freight volumes. As no intermodal facilities are currently located in the county, connections to the rail system for intermodal transfers should be considered. At-grade rail crossings are also a concern when roadway freight movement is inhibited by rail usage.

The compatibility of moving freight on the same roadways as moving people should be considered, both from a usage and development perspective. The size and mass differences between passenger cars and some freight vehicles can be accommodated better on some roadways than others. The noise generated by freight movement is generally more acceptable in commercial and industrial districts than in residential areas. Access to local businesses by freight vehicles is a concern for local economic development interests. Ease of access to industrial areas, freight transfer facilities, and manufacturers is often a major determinant on new business location decisions. Roadway design and system preservation are additional considerations in identifying roadway freight routes. Roadways must be designed to accommodate the turning movements of large freight vehicles, and the roadway pavement and bridge capacities need to accommodate the mass of large freight vehicles.

5.3.10 Functional Classification



Roadways are described by the federal functional classification system which defines a roadway based on its accessibility and mobility. On one end of the spectrum are expressways or principal arterials, which provide the greatest mobility but the least accessibility. On the other end are local roads which provide the greatest accessibility but the least mobility.

As reported in the *Inventory of Existing Conditions*, there are approximately 1,265 centerline miles of roadways in the county, of which 67 percent are local roads. As shown in the illustration in the inset box, functional classification is used to categorize roadways based on its characteristics for providing mobility versus access. Roadways that provide the greatest level of mobility but have controlled access are principal arterials. Interstate highways, like I-85, are an example of principal arterials. These roadways provide high speed movement while permitting access only at select locations. On the opposite end are local streets which provide access to individual properties and are low speed. Collector roadways fall between local streets and arterials.

From a transportation perspective, defining functional classification is essential for assessing facilities' efficiency and effectiveness. GDOT uses a functional classification system to categorize the state route network, but jurisdictions have the authority to classify local roadways. The nexus between transportation facilities and land use is often a consideration in developing functional classification criteria. Development codes and regulations refer to roadways by functional class. Coweta County has adopted a functional classification system for locally owned roadways. The county should continue to review the functional classification of roadways at a policy level to ensure compatibility and appropriate designation of roadway function with adjacent land uses, in alignment with future development.

6.0 Implementation Program

The Implementation Program was developed to identify resources and actions necessary to implement recommended CTP projects. The Implementation Program includes project costs, funding sources, agency responsibilities, and recommended time periods.

The cost of ARC *Mobility 2030 RTP and TIP* for Coweta County projects is approximately $485,408,000. The funding breakdown of the plan and program indicates that a majority of the funding, 52 percent, is attributable to federal funds, followed by the bond program at 30 percent. The local and state shares of the total cost are around nine percent each. The local obligation for the existing ARC plan is approximately $15,640,000. The Coweta County *2007-2012 SPLOST* contains a program cost of approximately $11,808,000 per year. The entire cost of the SPLOST program is slated to be paid for by revenues generated by a one-percent sales tax. The SPLOST was approved by Coweta voters on March 21, 2006. Cost and funding information for projects originating in the CTP are discussed below.

Costs for new CTP projects were estimated through use of the GDOT *Guidelines for the North Georgia Region* and *Item Mean Summary for 2005*. The costs do not include utility fees, but contain a ten percent addition to construction costs for design. Right-of-way cost was developed assuming a portion of total construction cost that ranged from 30 to 50 percent, depending on rural or urban characteristics of adjacent land use.

6.1 CTP Implementation Program and Schedule

The Implementation Program is grouped into tables for short term, mid-term, and long range projects. Each table provides the project description, modification/improvement, length, category, type, jurisdiction/sponsor, estimated cost, and network year. Table 6.1 contains short range projects in the 2010 time period, Table 6.2 contains mid-term projects for the 2020 time period, and Table 6.3 contains long range projects for the 2030 time period. The total cost of the CTP program is approximately $408,479,000 through 2030. The breakdown by time period is as follows:

- 2010 - $27,054,000
- 2020 - $90,363,000
- 2030 - $291,062,000

Table 6.1 - Projects for Short Term Implementation (2010)

Description			Project Specifications			Cost Estimate	
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Jurisdiction / Sponsor**	**Total Cost**	**Local Share Estimate**
Coweta County Industrial Park Connector Road (through Patillo)	Amlajack Boulevard Extension	SR 154	New 2 lane roadway 24-foot pavement	3.8	Coweta County	$11,237,000	$11,237,000
Coweta County (inc. cities)			Signage Inventory and Wayfinding Study		Coweta County and Cities	$100,000	$100,000
Coweta County (inc. cities)	Countywide		Comprehensive Bicycle Facility Plan		Coweta County and Cities	$70,000	$70,000
Coweta County (inc. cities)	Countywide		Transit Feasibility Study		Coweta County and Cities	$100,000	$100,000
I-85 South, southbound exit interchange ramp	SR 154		Interchange modification	1,900 LF	Coweta County/ GDOT	$665,000	$133,000
I-85 South, southbound interchange ramp	SR 34		Interchange modification	1,020 LF	Coweta County/ GDOT	$490,000	$98,000
SR 154	Old Highway 16		Intersection modification with Two Left Turn Lanes		Coweta County/ Sharpsburg/ GDOT	$605,000	$302,500
SR 154	Terrentine Street		Intersection modification		Sharpsburg/ Coweta County/ GDOT	$757,000	$378,500
US 29	Lone Oak		Intersection modification with Two Left Turn Lanes		Grantville	$495,000	$495,000
US 29	Lowery Road		Intersection modification with Two Left Turn Lanes		Grantville	$495,000	$495,000
US 29	LaGrange Street		Intersection modification with Two Left Turn Lanes		Grantville	$495,000	$495,000
Grantville	Within city limits		Sidewalks	0.1	Grantville	$39,000	$39,000
Moreland	Within city limits		Sidewalks	0.4	Moreland	$155,000	$155,000
Old Jefferson Street	Greison Trail	Bullsboro Road/SR 34	Operational upgrade	1.5	Newnan	$3,075,000	$3,075,000
Greenville Street/ US 29/27A	Spence Avenue		Intersection modification		Newnan	$1,585,000	$1,585,000

Table 6.1 - Projects for Short Term Implementation (2010)

Description			Project Specifications			Cost Estimate	
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Jurisdiction / Sponsor**	**Total Cost**	**Local Share Estimate**
Jackson Street	Sprayberry Road/Roscoe Road		Intersection modification With Realignment and Four Left Turn Lanes		Newnan	$935,000	$935,000
Newnan	Within city limits		Sidewalks	15	Newnan	$4,840,000	$4,840,000
Senoia	Within city limits		Sidewalks	0.7	Senoia	$271,000	$271,000
Sharpsburg	Within city limits		Trail System Study		Sharpsburg	$40,000	$40,000
SR 16	SR 54		Intersection modification		Turin/GDOT	$605,000	$121,000
Total Estimated Costs for Short Term Projects						$27,054,000	$24,965,000

Table 6.2 - Projects for Mid-Term Implementation (2020)

Description			Project Specifications			Cost Estimate	
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Jurisdiction / Sponsor**	**Total Cost**	**Local Share Estimate**
Poplar Road (CR 103)	Newnan Bypass	SR 16	Widening 2 to 4 lanes 14-foot flush median	4.8	Coweta County	$12,419,000	$12,419,000
Newnan Crossing Boulevard Extension	Poplar Road	US 29	New 4-lane 44-foot grass median	3	Coweta County	$14,414,000	$14,414,000
Fischer Road (CR 40)	SR 54	Palmetto-Tyrone Road	Operational upgrade	6.4	Coweta County	$8,278,000	$8,278,000
Canongate Road	Palmetto-Tyrone Road	Collinsworth Road (CR 548)	Operational upgrade, with intersection realignment at Collinsworth Road	1.8	Coweta County	$3,375,000	$3,375,000
Wagers Mill Road	Boone Road	SR 16/Alt 27	Operational upgrade	3.5	Coweta County	$6,342,000	$6,342,000
Boone Road	Payton Road	Wagers Mill Road	Operational upgrade	1.5	Coweta County	$2,730,000	$2,730,000
Payton Road	Mt. Carmel Road	Boone Road	Operational upgrade	0.4	Coweta County	$728,000	$728,000
Mt. Carmel Road	Bud Davis Road	Payton Road	Operational upgrade	3	Coweta County	$5,446,000	$5,446,000
Bud Davis Road	Mt. Carmel Road/Hewlette South Road	Park entrance	Operational upgrade	1.9	Coweta County	$3,444,000	$3,444,000
Thomas Powers Road/Hewlette South Road	SR 34	Bud Davis Road	Operational upgrade	3	Coweta County	$5,446,000	$5,446,000
Cox Road	Structure ID: 077-5034-0, 1.8 Miles S of Senoia		New Bridge		Coweta County	$915,000	$457,500
Nixon Road	Structure ID: 077-5035-0, At City Limits of Senoia		New Bridge		Coweta County	$915,000	$457,500
SR 154	SR 34	US 29	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	3.3	Coweta County/GDOT	$10,454,000	$3,136,200
US 29/27A	SR 16	Newnan Crossing East Boulevard Extension	Operational upgrade	0.7	Coweta County/GDOT	$1,274,000	$1,274,000
US 29	Tommy Lee Cook Road		Intersection modification With Four Left Turn Lanes		Coweta County/GDOT	$688,000	$137,600

Table 6.2 - Projects for Mid-Term Implementation (2020)

Description			Project Specifications			Cost Estimate	
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Jurisdiction / Sponsor**	**Total Cost**	**Local Share Estimate**
SR 34 West	SR 34 Bypass, Ishman Ballard Road		Intersection modification With Four Left Turn Lanes		Coweta County/GDOT	$605,000	$121,000
Line Creek Road	Shaddix Road		Intersection modification		Haralson	$200,000	$200,000
Line Creek Road	Main Street		Intersection modification		Haralson	$200,000	$200,000
US 29	Church Street (Moreland)		Intersection modification With Two Left Turn Lanes		Moreland/ GDOT	$688,000	$137,600
US 29	Camp Street		Intersection modification (turning radii)		Moreland/ GDOT	$200,000	$40,000
Greenville Street	Sewell Road		Intersection modification With Four Left Turn Lanes		Newnan	$605,000	$605,000
Sprayberry Road	Old Jefferson Street, Greison Trail		Intersection modification With Four Left Turn Lanes		Newnan	$605,000	$605,000
Newnan	Within city limits		Parking study		Newnan	$45,000	$45,000
New Roadway north of Senoia	Rockaway Road	SR 74	New 2 lane roadway	1	Senoia	$4,144,000	$4,144,000
Rockaway Road	City of Senoia	Location in Fayette County	Operational upgrade	1.9	Senoia, Coweta County	$2,458,000	$2,458,000
SR 16	Pylant Street		Intersection modification with Two Left Turn Lanes		Senoia/GDOT	$495,000	$99,000
SR 16 East	Broad Street		Intersection modification With Four Left Turn Lanes		Senoia/GDOT	$605,000	$121,000
SR 16 East	SR 74		Intersection modification with Two Left Turn Lanes		Senoia/GDOT	$495,000	$99,000
Sharpsburg	Within city limits		Sidewalks	3.5	Sharpsburg	$1,150,000	$1,150,000
Sharpsburg	Within city limits		Multi-use Trail System		Sharpsburg	$1,000,000	$1,000,000
Total Estimated Costs for Mid-Term Projects						$90,363,000	$79,109,400

Table 6.3 - Projects for Long Range Implementation (2030

Description			Project Specifications			Cost Estimate	
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Jurisdiction / Sponsor**	**Total Cost**	**Local Share Estimate**
Ishman Ballard Road	Smokey Road	SR 34	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	1.7	Coweta County	$4,715,000	$4,715,000
Southwest Newnan Bypass	US 29	Smokey Road at Ishman Ballard Road	New 4-lane roadway 44-foot grass median with bicycle lanes	4.5	Coweta County	$23,285,000	$23,285,000
New roadway connector	SR 34 at Summit	Buddy West Road	New 4-lane 44-foot grass median with bicycle lanes	4	Coweta County	$23,654,000	$23,654,000
East Sharpsburg Connector	SR 16	McIntosh Trail	New 2 lane roadway 24-foot pavement	2.6	Coweta County	$6,727,000	$6,727,000
Macedonia Road/Buddy West Road	SR 16	SR 34	Operational upgrade	5.9	Coweta County	$7,632,000	$7,632,000
Elders Mill Road	SR 16	SR 16 Bypass	Operational upgrade	0.8	Coweta County	$1,449,000	$1,449,000
Stallings Road	Emmett Freeman Road	McIntosh Trail	Operational upgrade	2.2	Coweta County	$3,984,000	$3,984,000
Marion Beavers Road	SR 16	SR 154	Operational upgrade	1.6	Coweta County	$2,898,000	$2,898,000
Willis Road/Stewart Road	SR 154	SR 54	Operational upgrade	1.6	Coweta County	$2,898,000	$2,898,000
Boone Road	Structure ID: 077-5072-0, 8.9 Miles NW of Newnan		New Bridge		Coweta County	$729,000	$364,500
Chandler Road	Structure ID: 077-5067-0, 4.0 Miles SW of Newnan		New Bridge		Coweta County	$729,000	$364,500
Gaddy Road	Structure ID: 077-5061-0, 5.5 Miles W of Grantville		New Bridge		Coweta County	$1,260,000	$630,000
Gray Girls Road	Structure ID: 077-5044-0, 4.0 Miles SE of Senoia		New Bridge		Coweta County	$458,000	$229,000
Happy Valley Road	Structure ID: 077-5005-0, 6.0 Miles N of Newnan		New Bridge		Coweta County	$520,000	$260,000

Table 6.3 - Projects for Long Range Implementation (2030

Description			Project Specifications			Cost Estimate	
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Jurisdiction / Sponsor**	**Total Cost**	**Local Share Estimate**
Haynie Road	Structure ID: 077-5046-0, 2.0 Miles SE of Moreland		New Bridge Over Railroad		Coweta County	$1,899,000	$949,500
Hines Road	Structure ID: 077-5045-0, 4.0 Miles S of Moreland		New Bridge		Coweta County	$380,000	$190,000
Lowery Road Extension	Structure ID: 077-5051-0, 2.5 Miles E of Grantville		New Bridge		Coweta County	$372,000	$186,000
Main Street	Structure ID: 077-5076-0, 2.5 Miles NW of Newnan		New Bridge Over Railroad		Coweta County	$2,690,000	$1,345,000
Old Atlanta Highway	Structure ID: 077-5006-0, 2.3 Miles N of Newnan		New Bridge		Coweta County	$1,463,000	$731,500
Payton Road	Structure ID: 077-5071-0, 9.2 Miles NW of Newnan		New Bridge		Coweta County	$952,000	$476,000
SR 54	Old Highway 16	SR 34	Operational upgrade	4.3	Coweta County/ Sharpsburg/ GDOT	$7,787,000	$7,787,000
SR 16	Location in Carroll County	SR 34 Bypass	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	7	Coweta County/ GDOT	$19,404,000	$5,821,200
SR 16	I-85	Poplar Road	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	5.3	Coweta County/ GDOT	$13,712,000	$4,113,600
SR 16 Bypass	Poplar Road	SR 16/Carl Williams Road	New 4-lane 44-foot grass median with bicycle lanes	11	Coweta County/ GDOT	$56,918,000	$17,075,400
SR 16	Carl Williams Road	Location in Spalding County	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	1.5	Coweta County/ GDOT	$4,158,000	$1,247,400

Table 6.3 - Projects for Long Range Implementation (2030

Description			Project Specifications			Cost Estimate	
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Jurisdiction / Sponsor**	**Total Cost**	**Local Share Estimate**
SR 154	Willis Road	SR 34	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	3.6	Coweta County/ GDOT	$18,248,000	$ 5,474,400
SR 34 Bypass	SR 34	SR 16	Widening 2 to 4 lanes 14-foot flush median with bicycle lanes	2	Coweta County/ GDOT	$5,544,000	$1,663,200
I-85	SR 34	US 29/27A	New north-and southbound collector-distributor system	5.5	Coweta County/ GDOT	$39,641,000	$7,928,200
SR 154	Old Highway 16	Willis Road	Operational upgrade	1.2	Coweta County/ GDOT	$2,174,000	$2,174,000
Reese Road	McIntosh Trail	SR 54	Operational upgrade	1.2	Coweta County/ Sharpsburg	$2,174,000	$2,174,000
Allen Road	Structure ID: 077-5053-0, 0.5 Miles N of Grantville		New Bridge		Grantville/ Coweta County	$729,000	$364,500
SR 34	I-85	SR 154	Widen 4 to 6 lanes with bicycle lanes	3.9	Newnan, Coweta County/ GDOT	$12,355,000	$3,706,500
New I-85 Crossing and Connection between Bullsboro Road/SR 34 and Lower Fayetteville Road	Newnan Bypass	Newnan Crossing East Boulevard	New 4 lane roadway and bridge over I-85	0.5	Newnan	$5,920,000	$5,920,000
Bridge Street	Structure ID: 077-5082-0, At City Limits of Senoia		New Bridge Over Railroad		Senoia/ Coweta County	$2,468,000	$1,234,000
SR 154	Old Highway 16	SR 54	Operational upgrade	0.6	Sharpsburg/ Coweta County/ GDOT	$1,120,000	$1,120,000
SR 74	Gordon Road		Intersection modification with four left turn lanes		Haralson/GDOT	$605,000	$121,000

Table 6.3 - Projects for Long Range Implementation (2030

Description			Project Specifications			Cost Estimate	
Roadway / Location	**From / At**	**To**	**Modification / Improvement**	**Length (Miles)**	**Jurisdiction / Sponsor**	**Total Cost**	**Local Share Estimate**
US 29 Bypass	US 27 Alternate near Moccasin Road	US 29 at proposed Newnan Crossing Blvd. East Extension	New 2 lane roadway 24-foot pavement with bicycle lanes	3	Moreland/ GDOT	$8,316,000	$2,494,800
US 29	Main Street		Intersection modification (turning radii)		Moreland/ GDOT	$200,000	$40,000
US 29	Ball Street		Intersection modification (turning radii)		Moreland/ GDOT	$200,000	$40,000
US 29	Carroll Street		Intersection modification (turning radii)		Moreland/ GDOT	$200,000	$40,000
SR 85	Seavy Street		Intersection modification with two left turn lanes		Senoia/GDOT	$495,000	$99,000
Total Estimated Costs for Long Range Projects						$291,062,000	$153,606,200

6.2 Funding Plan Assumptions

A proposed funding plan has been developed to identify responsible agencies, sources of project funding and implementation time period for all projects of the Coweta County Joint CTP. Tables 6.1 through 6.3 identify the specific assumptions for each of those projects. Key considerations and assumptions regarding project funding are summarized as follows.

- Total project costs reported include two projects of regional significance being funded largely through state and federal sources:
  - I-85 South - $119 million
  - Commuter Rail - $188.8 million

- Projects are categorized into one of three basic funding groups:
  - ARC TIP/RTP – these projects are already planned in ARC's TIP and/or RTP. While some funding source is already planned for each of these projects, many will require a local match to the state and/or federal funding sources.
  - SPLOST – these are projects currently planned for funding through the county's one percent sales tax program.
  - New CTP – these are projects newly proposed as by the CTP and require the identification of a funding strategy. This group totals over $400 million and is the primary focus of these analyses.

- The draft funding plan identifies the local share of the "New CTP" projects based on certain typical assumptions by project type, such as:
  - Projects entirely on local roads are generally assumed for 100 percent local funding.
  - Projects on state routes are generally assumed for 20 percent local funding.
  - Bridge projects may range from zero to 100 percent local funding, so this analysis uses an assumed 50 percent share for bridge projects.
  - State route projects on new location are assumed for 30 percent local funding as the right-of-way portion alone may exceed the normal 20 percent minimum local match.

6.3 Program Summary

The entire Coweta County Joint CTP identifies nearly $898 million in programmed, planned and proposed transportation investments. Approximately $308 million of those costs are planned for two major regional projects: the I-85 South improvements and the planned commuter rail, both GDOT projects. Excluding those two regional projects, the remaining projects total approximately $590 million. Of that amount, approximately $23 million are projects identified in the current SPLOST program, $158 million are planned in ARC's TIP/RTP and $408 million are new projects recommended in the draft CTP.

This analysis estimates the local share of all projects to total approximately $270 million. This includes the local share of current SPLOST projects, TIP/RTP projects and the new CTP proposed projects. Recent information provided by the county suggests that the county's SPLOST currently generates approximately $11.5 million per year. Therefore, if annual SPLOST revenues remain constant, the local share of the preliminary estimate would require a one percent SPLOST for most of the next 24 years.

Although this analysis does not assume increases in future annual SPLOST revenues, it is likely that SPLOST revenues will increase as population increases. However, those rising revenues

will likely be offset as project costs are also likely to increase over time. Therefore, this analysis is conducted only in current year dollars.

The remaining required funding ($320 million) would come from other local sources, private sources and from state and federal sources. While this level of state and federal funds seems realistic based on current state and federal funding programs, these programs are not guaranteed over the horizon of the Joint CTP. The federal funding programs are typically revised and re-authorized every six years. The recent federal transportation bill reauthorization for the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* is anticipated to result in funding levels similar to those previously experienced. In recent years, state funding has remained relatively flat and is anticipated to remain level in the short term future. Other local sources may include county impact fee revenues, and potential private sources may include developer contributions toward specific improvements.

Overall the CTP program is ambitious but can be funded through combining federal, state, and local sources. Funding this program is largely contingent on maintaining levels of local funding (i.e. SPLOST program) during most of the planning horizon. Failure to maintain this local funding level presents the greatest risk to funding this program.

7.0 Ongoing Plan Activities

The transportation planning process for Coweta County does not end with the documentation of this study. The following provides a brief overview of future activities related to intergovernmental planning, coordination and program monitoring.

7.1 Local and Regional Planning Coordination

As a relatively new member of the Atlanta Region Metropolitan Planning Organization (MPO) area, Coweta County will be involved in ongoing coordination with regional planning processes. The responsibility of the MPO is to conduct metropolitan transportation planning and develop a long range transportation plan (LRTP) and short range transportation implementation program (TIP), governed by federal legislation and regulation. The legislative origin of metropolitan transportation planning was the *Federal-Aid Highway Act of 1962*, which required federally funded highway projects be the result of a "continuing, comprehensive, and cooperative planning process." The federal legislation and regulations have evolved over time. The most recent transportation bill, the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* (Public Law 109-59), continues to direct metropolitan transportation planning processes through federal regulations promulgated by the Federal Highway Administration in Title 23 of the Code of Federal Regulations (CFR), Part 450.300, Subpart C, "Metropolitan Transportation Planning and Programming."

As indicated earlier in this plan, the ARC is undertaking an update of its LRTP, dubbed *Envision6*. Coweta County will participate in this planning process, along with 17 other metropolitan Atlanta counties.[3] Since the Atlanta MPO area is in air quality nonattainment for ozone and particulate matter, the LRTP is subject to an air quality conformity determination in accordance with the *Clean Air Act* and Environmental Protection Agency regulations under 40 CFR, part 51.

An additional metropolitan transportation planning requirement is development of a Congestion Management System (CMS), per 23 CFR 500.105. The intent of a CMS is to identify congested facilities and ways to manage congestion and improve system performance. ARC is responsible for monitoring and identifying congested locations within metropolitan Atlanta. This is undertaken through the congestion management process. ARC is updating the CMS to include the 18-county MPO. The CMS will:

- Update the congested facilities list;
- Develop congestion and accessibility profiles for selected activity centers; and
- Collect travel time and incident date for the congestion monitoring network.

Besides engaging in regulated transportation planning process, the ARC also conducts special studies. One study that will affect Coweta County and its municipalities has been initiated through ARC to focus on mobility concerns in the south metropolitan Atlanta area. The *Southern Regional Accessibility Study* encompasses six counties and 29 municipalities and will undertake an 18-month analysis of the area's transportation infrastructure. The study area includes some of the most rapid growth counties in the nation. The study will investigate

[3] The Atlanta MPO area includes the following 18 counties: Barrow, Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, Rockdale, Spalding, and Walton.

planning factors and develop recommendations for policies, strategies, and improvements that will help create a long term vision for accessibility, mobility, and quality of life. Several concerns will be explored including the amount of developable land, poor east-west mobility, feasibility of combining local initiatives into regional initiatives, and opportunities for innovative project financing.

Another recently initiated ARC study that includes Coweta County is the *Atlanta Regional Freight Mobility Plan*. The purposes of this study are intended to:

- Seek "peaceful coexistence" of freight and non-freight uses;
- Preserve and enhance efficient and safe access and mobility for freight transport purposes; and
- Facilitate smart transportation planning and project.

This 18-month study will result in a plan that will be of benefit to Coweta County as it will provide new data on freight volumes and patterns and include the development of policies to more effectively accommodate efficient freight mobility while mitigating associated negative impacts on the environment and community.

ARC is also undertaking an update to its regional bicycle and pedestrian plan to include the MPO counties such as Coweta that were not included in the prior ARC plan. This plan will be initiated in the summer of 2006, with anticipated completion by June 2007.

7.2 Program Monitoring

The Coweta Joint CTP process has occurred over a period of 17 months. The CTP provides a guide for future transportation improvements and includes a program of projects to 2030. An important ongoing task is to ensure the plan and program continues to meet the needs of the county and its municipalities. This is especially critical considering the pace at which the county is growing.

Ongoing plan activities include:

- Coordinating with ARC, GDOT, and GRTA to advance projects in future RTP updates;
- Ensuring projects are implemented in a logical sequence to maximize benefits and utilize scarce resources efficiently;
- Continuing intergovernmental coordination activities to ensure transportation projects, policies, and programs and compatible;
- Jointly reviewing county and municipal transportation needs periodically to ensure projects are addressing needs. A recommended update cycle is every three to five years; and
- Monitoring program development to provide feedback to refine future improvements.

Glossary

Access Management – Management of vehicular access to land development while preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.

Alternative Mode – Loosely defined term generally use to identify any form of travel other than driving alone in a single occupant vehicle (SOV), including carpooling, using transit, walking, and bicycling.

Annual Average Daily Traffic (AADT) –The annual daily average of two-way traffic flow.

Arterial – A major thoroughfare that is vital for moving people and goods; feeds into the interstate and freeway systems.

Bicycle Lane – A designated portion of the roadway cross-section reserved for the use of bicyclists, accompanied by appropriate signing and marking. Bicycle lanes are one-way facilities in the same direction as motor vehicle traffic and are generally located to the outside edge of the roadway.

Collector – Intended to balance access and mobility considerations by serving through movement as well as access to land.

Commuter Rail – Transit service that utilizes a multi-car system along an existing rail corridor. Commuter rail usually connects cities and does not have many stops.

Comprehensive Plan – Periodic plans required of local governments by the Georgia Department of Community Affairs (DCA) to guide quality growth, devise effective strategies, and make implementation decisions through community involvement.

Congestion – The result of more vehicles attempting to utilize a facility than the facility can accommodate with an acceptable delay.

Congestion Management System (CMS) – Systematic process for managing congestion by providing information on system performance and providing opportunities and strategies for alleviating congestion and maximizing the efficiency of the transportation system. The congestion monitoring network defined by the CMS provides the mechanism for continual monitoring and evaluation of congestion in the region. This network of facilities includes all regionally significant roadways, functionally classified as arterial or higher, coupled with additional non-arterial roadways as appropriate.

Density – The number of dwellings or principle buildings or uses per acre of land.

Development of Regional Impact (DRI) – A development project, regardless of the mix of land uses, which is likely to have impacts to the transportation network and environment beyond the limits of the jurisdiction in which it is being constructed.

Facility – The means by which a transportation mode is provided. For example, sidewalks are a facility serving the walking mode, a roadway is a facility serving the driving mode, and a heavy rail line is a facility serving the transit mode.

Freeway – A divided highway having two or more lanes for the exclusive use of traffic in each direction and full control of access. The freeway is the only type of highway intended to provide complete "uninterrupted" flow.

Functional Classification – Streets provide two distinct functions: mobility (through movement) and access to land. Functional classification is a hierarchical ranking based on the degree of mobility and access that a street provides. Streets are generally classified as arterials, collectors, and local streets.

Intermodal – Interconnectivity between various types of transportation.

Level of Service (LOS) – A classification method for general traffic conditions ranging from A (best) to F (worst).

Network Year – The projected plan year for project completion.

Regional Transportation Plan (RTP) – A multimodal set of transportation projects and initiatives developed by a Metropolitan Planning Organization (MPO) for its urbanized area. It is required by the federal government and must cover a minimum of 20 years and be updated at least every third year in nonattainment areas (five years for attainment areas), be fiscally constrained, and must also demonstrate conformity with applicable federal air quality standards.

Stakeholder – An individual or organization involved in or affected by the transportation or land use planning processes. In a broad sense, everyone is a stakeholder in both transportation and land use planning.

Traffic Analysis Zone (TAZ) – The unit of geographic area, generally of a small size (several blocks in dense urban areas to a few square miles in semi-rural areas) and of similar development characteristics, used in travel demand modeling. Trip generation and distribution steps are accomplished at the TAZ level.

Transportation Demand Management (TDM) – Low cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime, and ridesharing.

Transportation Improvement Program (TIP) – The first three to five years of a Regional Transportation Plan. Must include specific funding for the projects as well as the project schedule from preliminary engineering to construction.

Travel Demand Model – A computer application which uses travel and land use data to determine how a transportation network will function in the future. It is a planning tool that is used to develop and test numerous scenarios. The modeling process used by ARC has four essential steps: 1) trip generation, 2) trip distribution, 3) mode split, and 4) trip assignment.

Vehicle Miles or Hours Traveled (VMT) or (VHT) - On highways, measurements of the total miles or hours traveled by all vehicles in the area for a specified time period.

Primary Source: ARC Citizen's Guide to Regional Land Use & Transportation Planning

Appendices

Note: An electronic copy of the appendices for the *Coweta County Joint Comprehensive Transportation Plan and Implementation Program* is available upon request from the Coweta County Planning Department.

The appendices include the following:

Appendix A: Public Outreach Summary and Comments on Plan
Appendix B: Comprehensive Plan Strategic Framework Plan
Appendix C: Model Documentation
Appendix D: Environmental Compliance
Appendix E: Unconstrained Project List
Appendix F: Newnan-Coweta County Airport 5-Year Capital Improvements Plan
Appendix G: Suggested Bicycle Routes
Appendix H: Other Technical Documentation:
Stakeholder Interview Summary Report
Inventory of Existing Conditions
Evaluation Framework and Needs Analysis Memorandum
Alternatives Analysis and Policy Development Memorandum
Intersection Analysis